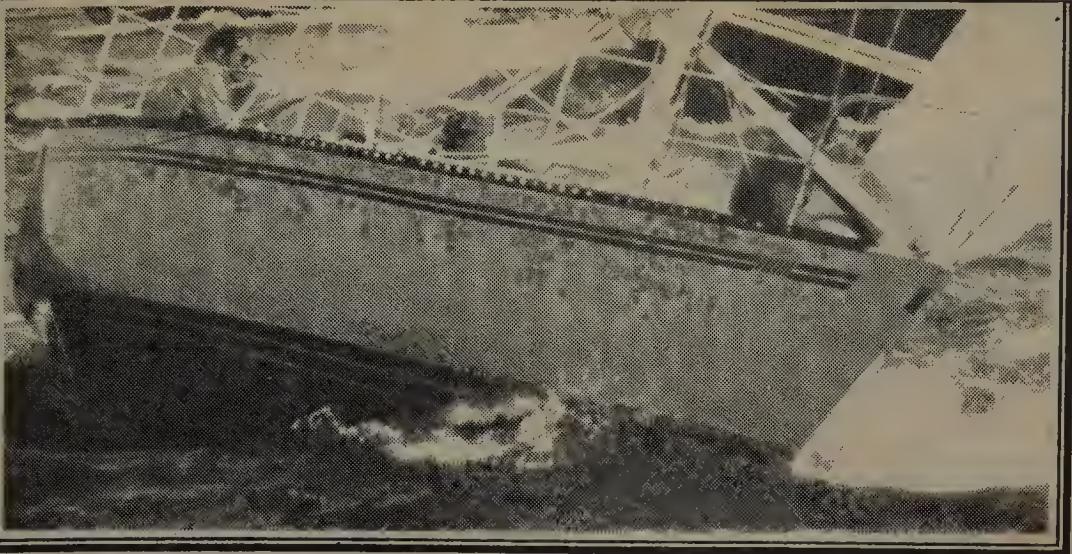


latitude **38**



THE NORTHERN CALIFORNIA SAILING SHEET
VOL. 34 APRIL 1980





TARTAN 10

Y.R.A.
One Design

See These Boats On Display At The
S.F. In-The-Water Boat Show at Mariner Square

Now on Display:
Tartan 37-33, T-10,
San Juan 34, 28, 7.7, 23
Moore 24
Wilderness 21

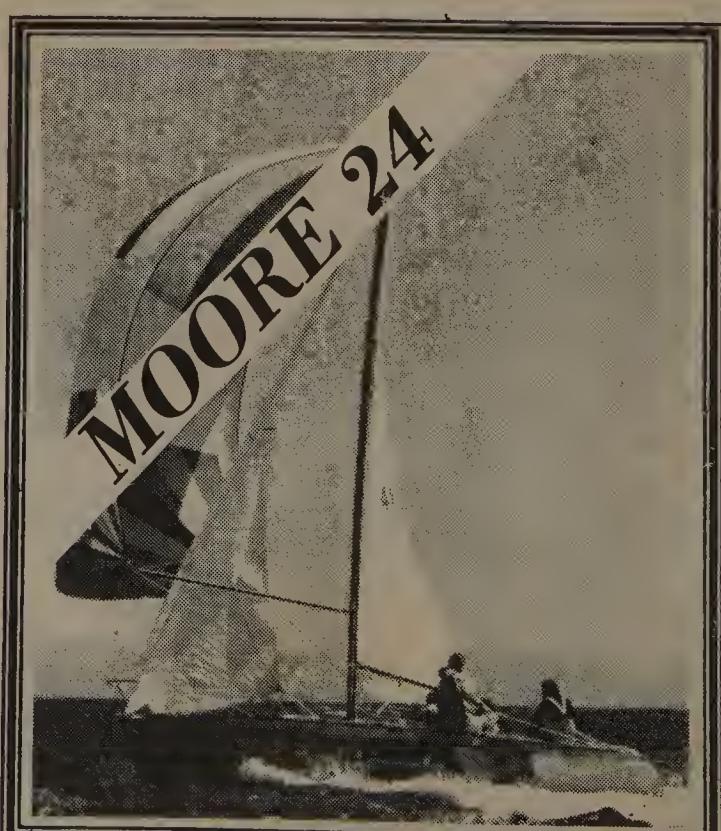


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IN SAUSALITO



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Now An S.Y.R.A. One Design

GLENN MILLER'S BAND

Glenn Miller is a quiet guy and he is very personable. He has an Ericson 27, **Orange Sunshine**, which he keeps in the Ballena Bay harbor, and which he sails regularly. We had met Glenn through some of his friends, but didn't really know him very well. He never makes it apparent that he is around.

Glenn and his friends got into racing, and they would crew for one another. They decided to get a boat together and sell their existing boats. Glenn placed an ad, but didn't get much response.

The ad was very factual and to the point, but never mentioned that Glenn had won the Y.R.A. season championship hands down, nor that he had won the Regional Championship, the Midwinters, and that his boat is unbelievably fast. Glenn Miller does not blow his own horn.

He had not often told of his conquests, even though we see him often.

Since Glenn won't tell anybody that he is quite a winner, and since he won't write it in his ad ("Do you really think that it makes any difference?"), we thought we'd let you know about his superb performance and that he is selling the championship boat.

It's a good buy: You couldn't get a faster Ericson 27 than **Orange Sunshine**, and Pineapple Sails are included in the bargain.

We would like to thank Glenn for being a loyal client. His small band is a pleasure to work with. The records they have made are music to our ears.



★ **ORANGE SUNSHINE** winning the Championship.



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Welcome Aboard

Go ahead. Step aboard. Orion 27 by Pacific Seacraft is an exciting new alternative in world cruising. Outside, she's beautifully traditional. Her hull is designed with a classic wine glass transom. And she is full keeled with a cutaway forefoot, as all true cruising yachts should be.

Unprecedented interior design

Step below and you'll find a contemporary, easy-living interior, never before seen on a cruising yacht. Because of her wide 9'3" beam and unique modular design plan, Orion is unusually roomy. A carefully planned wraparound galley was designed especially for the gourmet cook. There's a full sit-down chart table for the ship's navigator and six comfy berths for weary voyagers. You'll discover that thoughtful planning has made Orion the ideal boat for comfortable dockside living or practical long term cruising.

Overbuilt for safe cruising

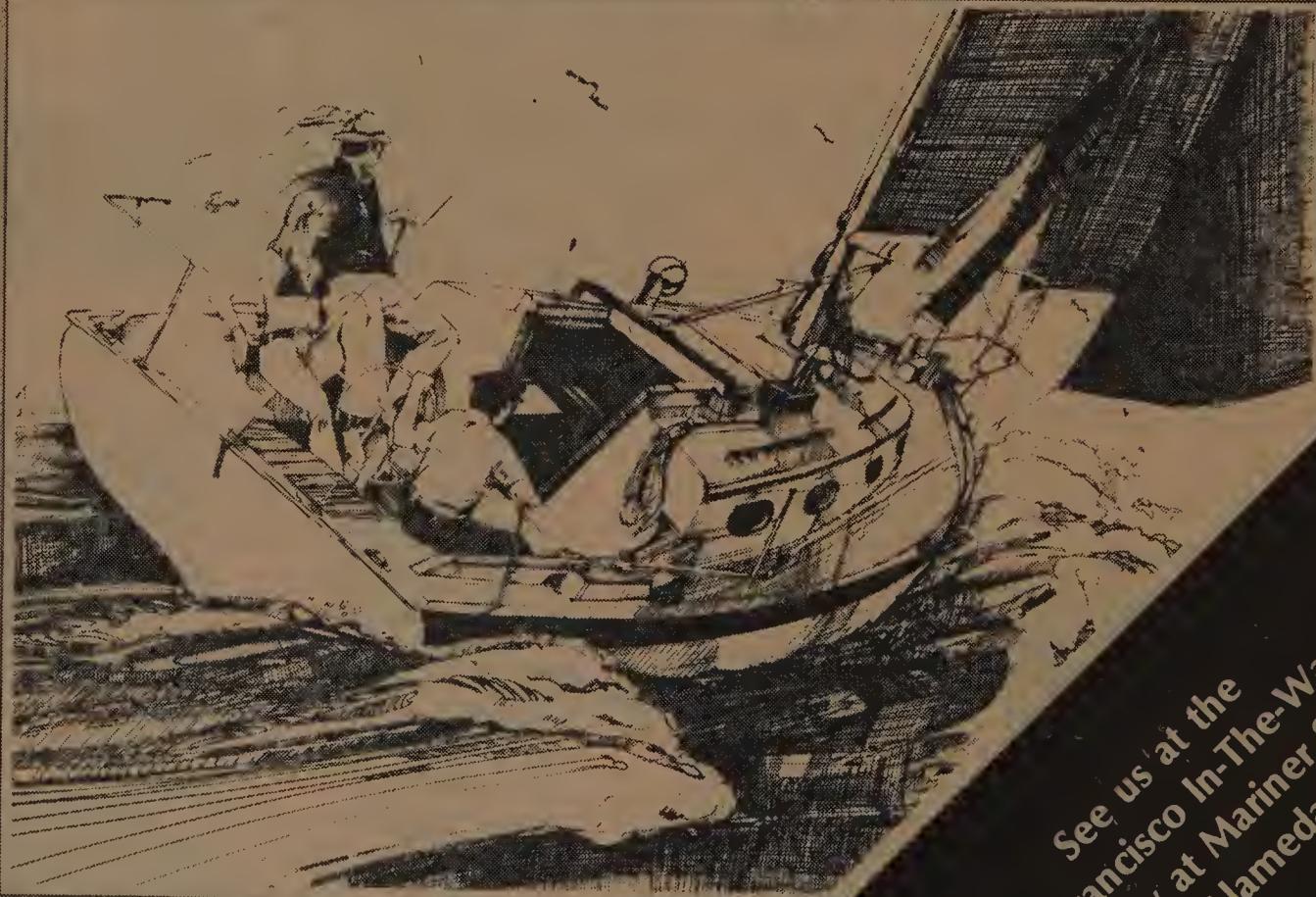
Perhaps the most important feature Orion has to offer is the strength of her construction. After all, she is built by Pacific Seacraft, a company that takes pride in its reputation for quality yachts built exclusively for the dedicated

cruising sailor. Her sisterships—*Mariah MK II*, *Pacific Seacraft 25 MK II*, and *Flicka* have proven the integrity of their construction in hundreds of safe voyages ranging worldwide. You can be sure Orion will live up to their reputation for inherent quality and rugged, dependable construction. She, too, is designed to be a splendid performer—fast, responsive and easily singlehanded. Orion is a boat you'll be proud to own.

You may choose to complete Orion yourself

Pacific Seacraft offers you the option of completing Orion yourself. She's available in various stages of completion, from bare hull to sailing, to make her even more affordable and uniquely yours.

Welcome aboard the new Orion 27—the bright new star you can reach for—and find within your grasp.



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COVER: Spinnaker Flying in Nassau
PHOTO BY LATITUDE 38

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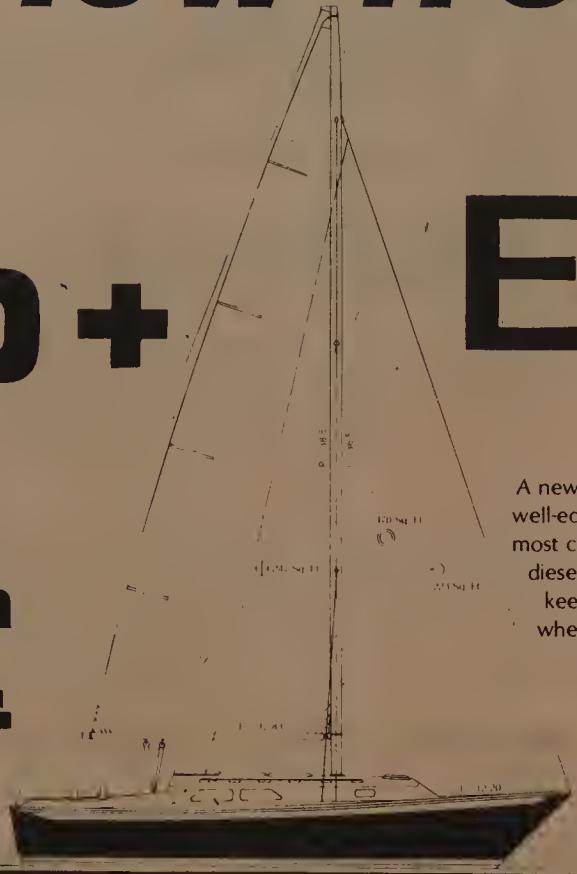
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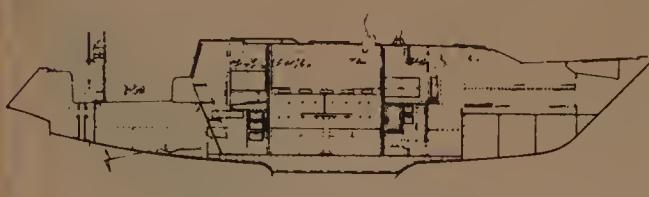
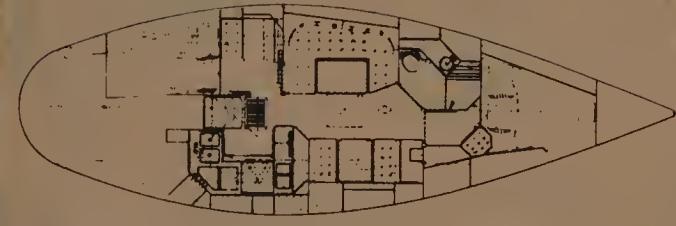


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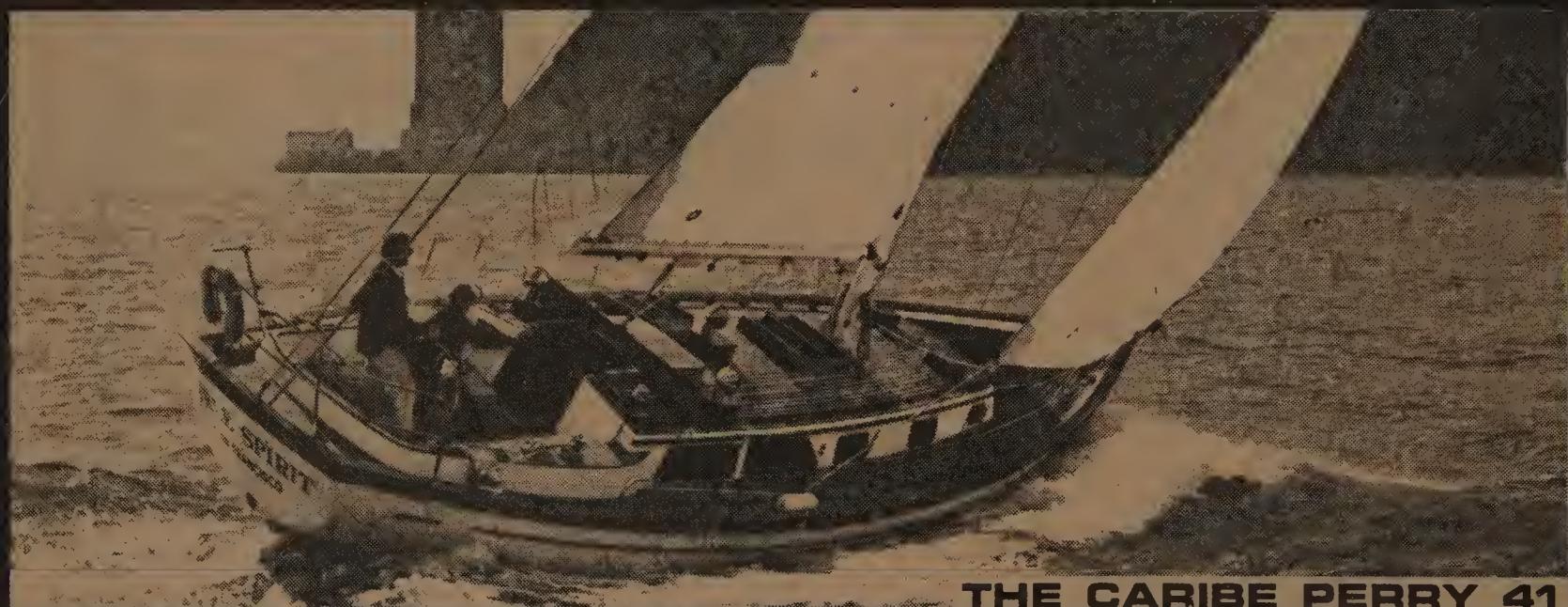
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LETTERS

First I would like to say that *Lat. 38* is the best sailing sheet I've read, I really enjoy it very much. So finally, here's much \$7.50. Anchorage Marine runs out too fast for me. Anyway, about your article "Overboard."

I would like to tell you about my best friend, Al Martin, who owns Electra No. 252.

Here's the article that was in our club newspaper "The Flash" of November 22, 1978, a little late, but well worth repeating.

ELECTRA HERO

Singlehanding SISTER MOON (Electra No. 252) west of the Gate recently, AL MARTIN, spotted what he thought was an uncharted buoy. Approaching, Al realized that it was a man afloat next to an almost totally submerged powerboat. Al managed to tie-off to the other boat, then he hauled the half-frozen boater into SISTER MOON. Our Electra-mate tried to tow the swamped boat, but almost lost his motor in the attempt. No luck there, but certainly Al can take pride in saving a man's life. (The boater had been in the water almost 2 hours and could not even speak). Those of you who have singlehanded can appreciate how difficult such maneuvers are in a rolling sea.

Well done, Al.

Anyway, I just wanted to share this with you. I've sailed with Al a lot, and no kidding, he is a hell of a good sailor — rotten skipper but good sailor.

Thomas A. Thomas
Electra No. 159
Sausalito

Thomas — Thanks for making us aware of Al's good work. Helping victims of hypothermia regain their proper body temperature is a tricky thing, and can be a matter of life and death. In this month's Sightings section, we've reprinted some information on that subject by Oliver Hayward, M.D. We hope all of you folks will take a few minutes to read it, because several of you will be pulling people out of the ocean, bay, or delta this year. Your proper treatment will save a life or two.

I've been reading your magazine for some months now and would like to say "thanks" for all of your coverage of the S.F. bay sailing news.

I'm now the owner of a 24' Cox sloop named the Whimbrel, a boat that has had a long history in Sausalito. The boat was once owned by George Gianola of Sausalito, the boat canvas shop on Gate Five Road.

The boat is a 24' sloop, lapstrake design, a short rig (great for the bay) a Palmer PW-27 single cylinder, 8 h.p., gas

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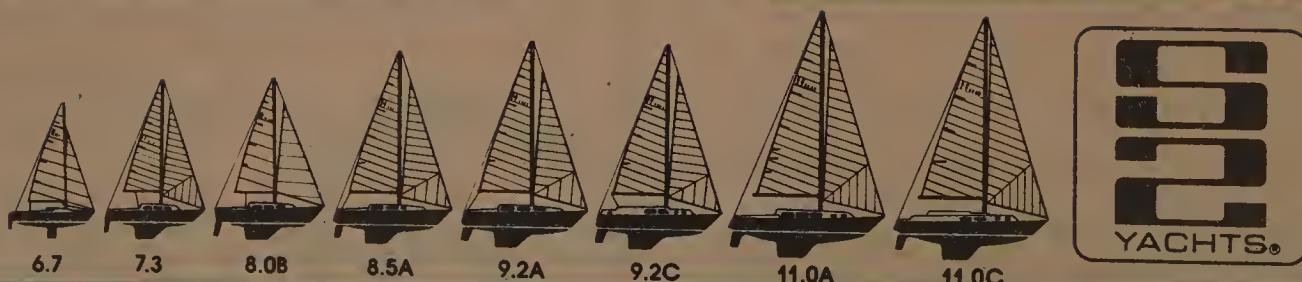
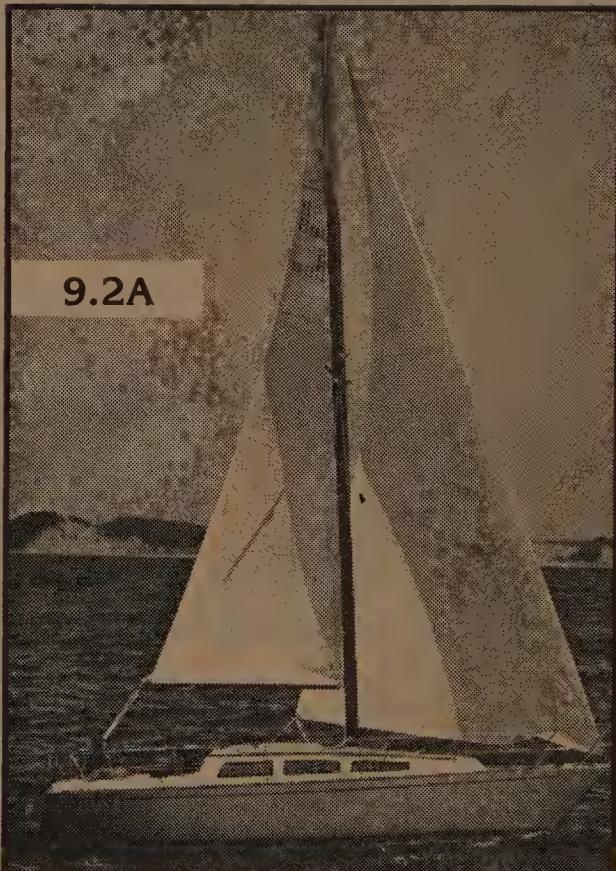
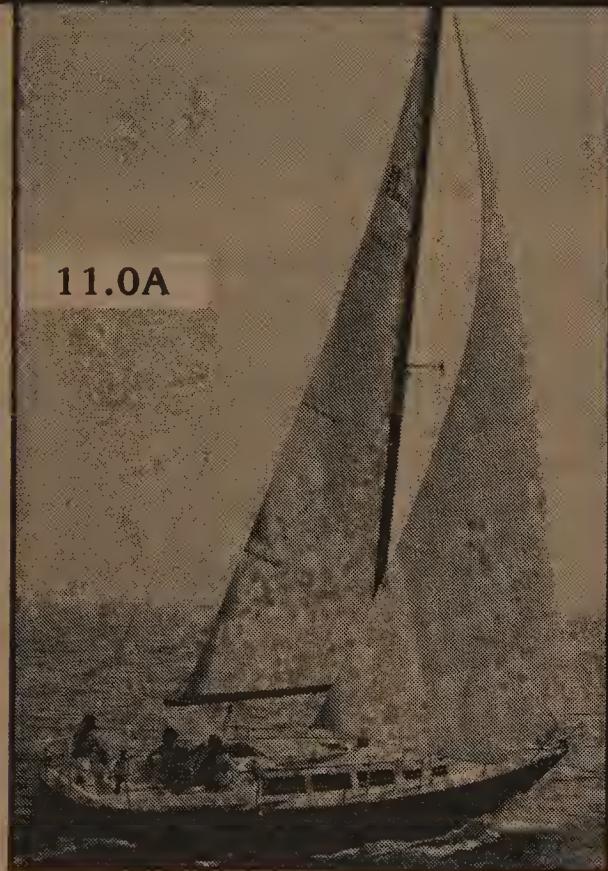
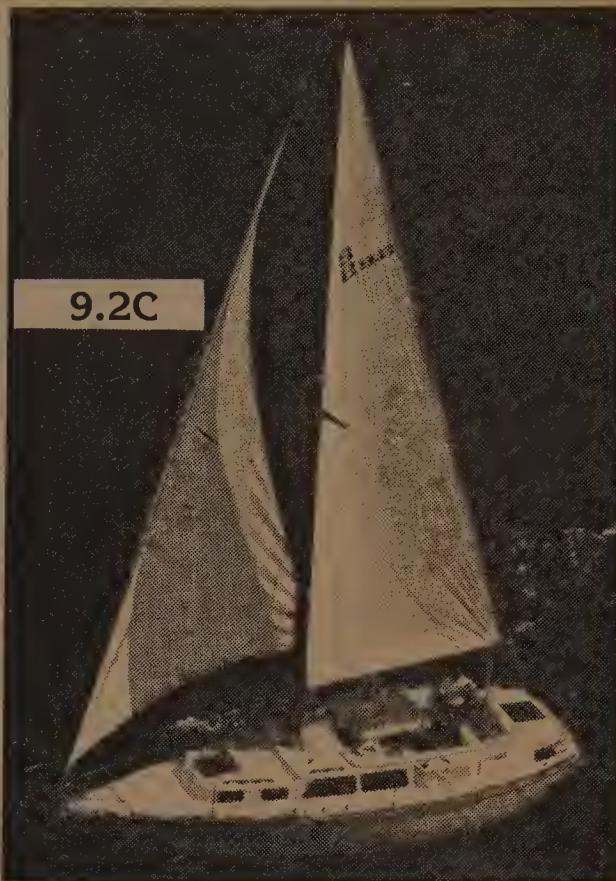
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Be sure to stop in on "Opening Day" for free helium filled balloons for decorating your boat.

Sincerely,

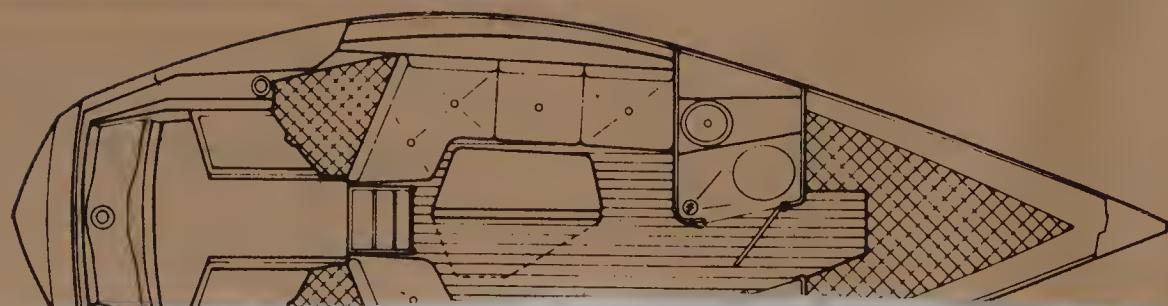
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LETTERS

engine.

I'm writing this note to ask if any of the readers of *Latitude 38* can give me any more history on this particular sloop and some of the history of this class of boat.

Many thanks again,
Clark Arquette
207 Woodward Ave.
Sausalito, CA 94965

Great mag! I've been told that in an issue several years ago you detailed the harrowing experiences of a couple returning from Hawaii in a Vega 27 — knockdowns, etc. Having just bought a Vega I tho't your article might give me a better idea of the boat's strong/weak points. I'd appreciate a back copy if one is available.

Thanks,
Bill Moore

Bill — The only way we can keep *Latitude 38* free is by keeping our expenses to an absolute minimum. That means we simply can't stock back issues or honor requests for them.

However we do know the article you are speaking of, and that the owner of the boat at the time was Don Keenan. He had sailed the boat in the first Singlehanded TransPac, and was in the process of bringing it back to California when the boat got caught in a rather nasty storm. After 5,000 miles in a Vega he can probably tell you everything in the world about it. Maybe you should call him at 249-2501 and offer to buy him lunch.

Enclosed is my subscription renewal. Enjoy every issue and devour from cover to cover. How about some coverage on one-design class racing on the bay?

Dick Wilson

Dick — Either in this issue or next we'll have a big feature on the one-designs in northern California.

Upon returning to Hawaii, I will be purchasing a custom built trimaran. To the best of recollection, are there any periodicals devoted exclusively to trimarans? I would appreciate any information you may have, keep up the good work. I especially enjoyed the article on "Catting the Molokai" in your January edition.

Greg Ford
U.S.S. Kilavea

Greg — We're not sure. We know there used to be some, but we're not sure if any of them are still printing or where



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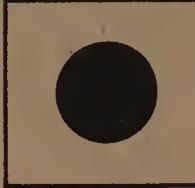
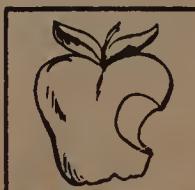
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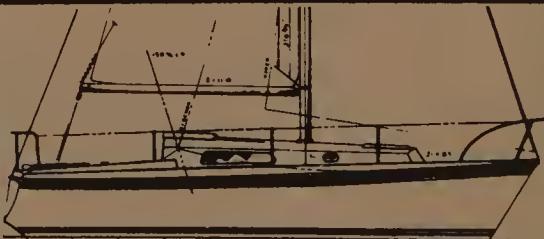
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LETTERS

they would be coming from. Maybe some of our friends at the Bay Area Multihull Association (BAMA), will write us and let us know. Stay tuned.

I WANT IT! Please send it to my home!

I am new to the bay sailing scene and I think that you have a great magazine. I have a Laser and would like to race it. Where? With whom?

I also have a girlfriend that wants to race with me. Could you suggest a good class boat for the bay? Total crew weight approximately 300 lbs. We would like something that could be day sailed as well as raced. We can't afford a Star or E22, and we need something we can trailer.

Thanks for your time, keep up the good work and don't go "glossy".

Randel D. Hough
Redwood City

Randell — You'd race your Laser in SBRA (Small Boat Racing Association) which costs \$15 a year to join. Write them at 340 Estrella Way, San Mateo, CA 94403. From hanging around with the Laser sailors in SBRA, you'll find out about small local regattas such as in Palo Alto, Foster City, and other spots close to home.

While sailing in SBRA you'll also be seeing a number of two-man — or in your case the far more enjoyable 'one man/one woman' — boats like the 505 and such.

We at Latitude 38 know we have been criminally negligent in keeping local folks up with the small boat sailing scene, but we are making a start. This month we're featuring some of the small one-designs, and there will be more next month.

With the abundant free offerings of *Latitude 38* available to me, I have been able to read your fine publication without actually subscribing to it; and therefore, without supporting a publication that caters to fiberglass (plastic) boats.

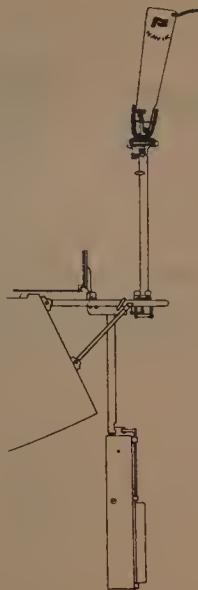
But, in your February issue you hint of a possible future article on Spaulding 33's. Therefore, I am enclosing a check for a subscription and will eagerly await the next issue.

Robert Paravicini
Owner Spaulding 33 No. 1 — Pace
Pacific Grove

Robert — We're sending you the March issue which included the short feature on the Spaulding 33s. We'll soon have a feature on its designer Myron Spaulding, and an article on cruising the Spaulding 33 with Robert Flowerman.

We'd include more articles on wooden boats, but being short of plastic people, we'd only be spreading misinformation. We do however encourage knowledgeable readers to

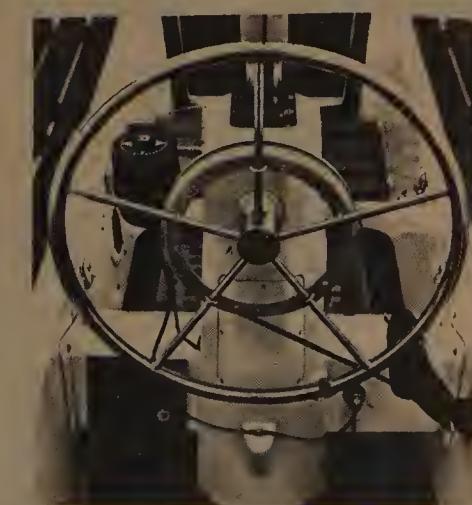
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SWIFT 33
Specifications

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LWL	26'9"
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Draft	5'3"
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Specifications

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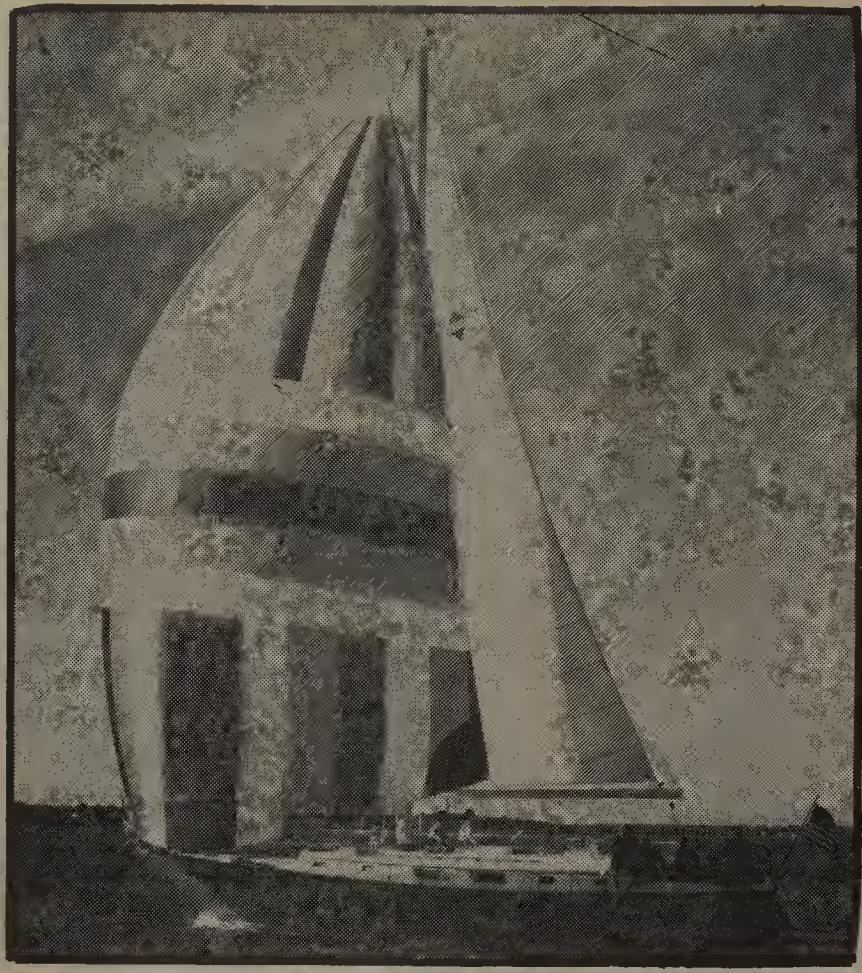
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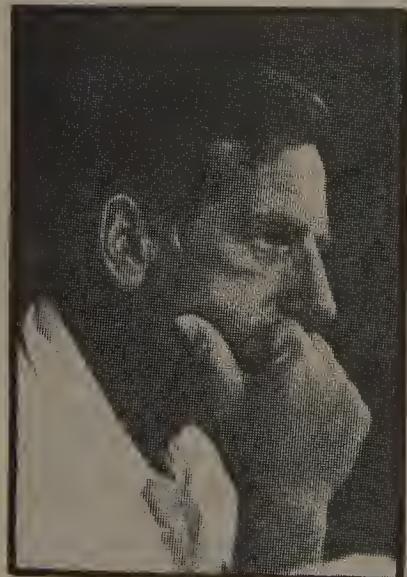


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LETTERS

submit articles with anything and everything to do about wooden boats.

I want to thank you for the thoughtful write-up you gave our new edition [Spyglass] in your current issue of *Latitude 38*. Too often we see our press release repeated verbatim in some of the "biggie" nationals, and that gets boring even though we need the exposure.

Bill Dance, our editor, and myself receive stacks of mags each month. But, in our "to be read" stacks, you won't find a *Latitude 38*. It is devoured at once.

Dick Moore
Spyglass
Mariner Square, Alameda

Dick — You guys got what you deserved. Incidentally our ad for subscribers, featuring the ridiculous Sailing Perverts Calendar No. 2, has already brought us results. The first being from Fairhope, Alabama.

Your magazine has created havoc with our lives since we are desperately trying to satisfy an insatiable demand for *Latitude 38* in such places as Utah, Colorado, and Australia. It's tough to be inconspicuous sneaking out of chandleries, yacht clubs, and marina offices with half a bundle and we're out of cute excuses. Perhaps we could turn you on to able distributors elsewhere and get back to sailing. Speaking of sailing, we are continually confronted with hype about singlehanding, women sailors, local round the buoys, design, tradition, blah, blah, blah (which we love), and feel it time to set the record straight, or for those who have it straight, refresh some memories. The San Francisco Bay Bear Boat, a continuous Y.R.A. one-design since 1939, represents local sailing without peer being a tough, economical, local design, offering exciting bay racing and cruising. Racing Bears is a bay area tradition involving local "heros" past and present with Y.R.A., K.I.F. and Bear class season championships, the St. Francis Woodie Regatta, a long standing Women's championship, a singlehanded perpetual, and a perpetual championship first garnered by H. D. Trask in 1948. In case you were wondering, the singlehanded race is nothing short of a regular season west bay romp where the Bears typically race with attendant high winds, tides, chop, and "yes Bobby" — spinnakers complete with jibes, multiple work roundings, and sets. Bear boaters also close yacht club bars and have notoriously sexy skippers and crews so how 'bout it friends — tune into the real local sailing scene — Birds, Bears, etc., etc. — as well as high performance I.O.R. boat and crew drivel.

Thank god for trees and 38.

Bill Hansen
Berkeley

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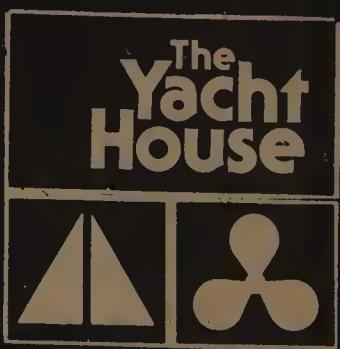
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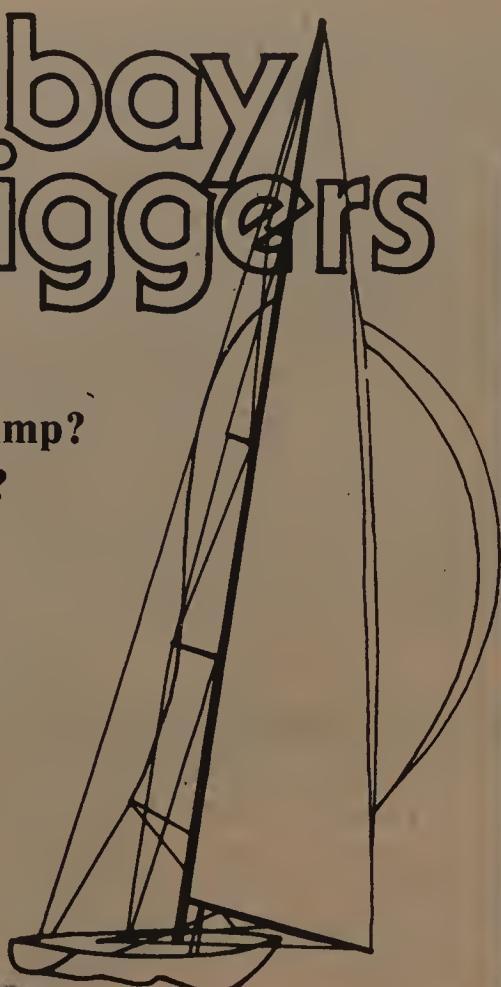


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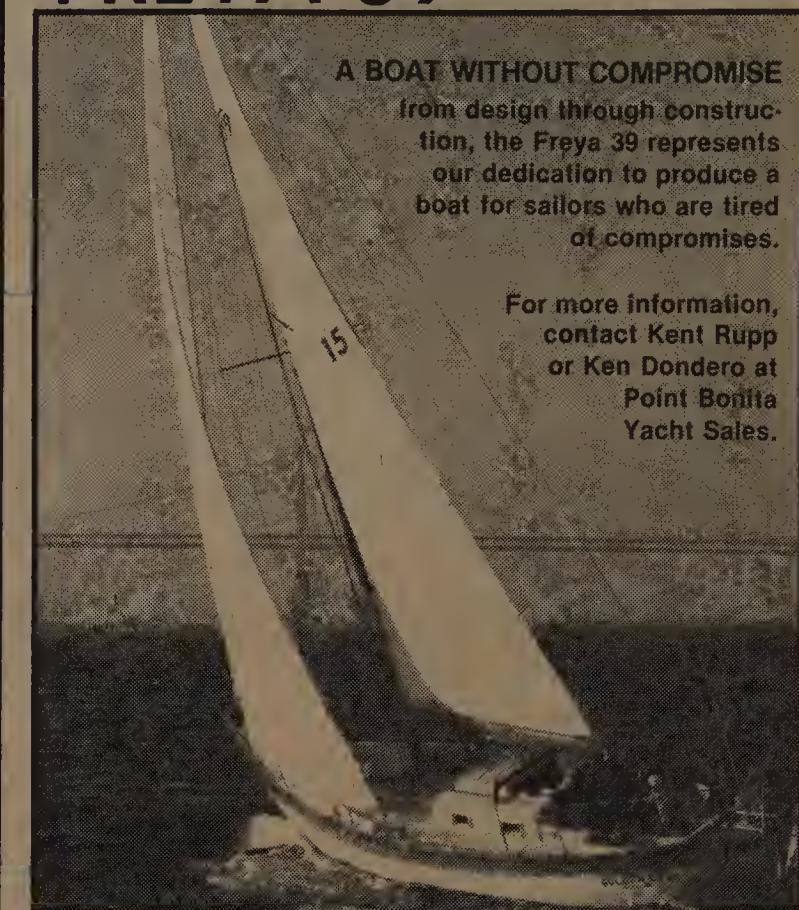


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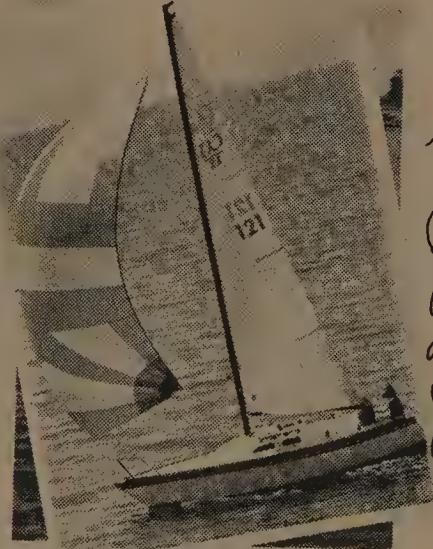
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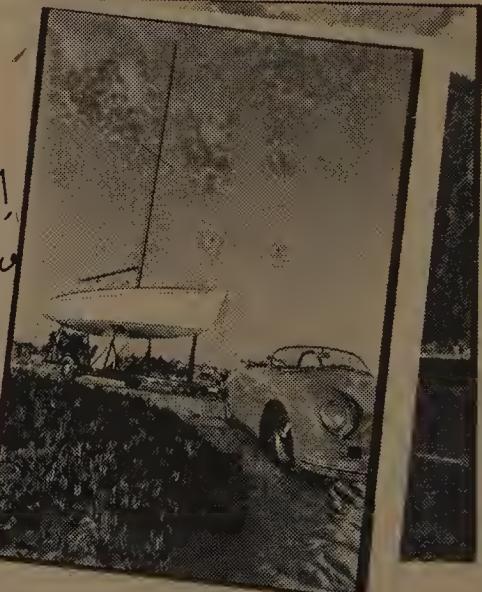
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LETTERS

Bill — If you've been with us since the beginning, you'll remember that we featured a Bird boat in the first issue, and followed shortly thereafter with the Folkboat. We later ran a short story on the launching of the most recent Bear. And, we're always waiting for more material to come out of the woods.

Here's my \$7.50 renewal to help keep your pump primed. You're even worth the lousy mail service that gives my freeloading friends two weeks of "Did you read?" one-upsmanship every month.

Most of the "slicker, bigger and better" advice that you've been receiving is bad. You've found a great niche with color and commentary that the slicks can't provide. Stay with it. Don't get big ideas and blow the whole thing.

I generally read every issue from cover-to-cover since most stories are focused locally (greater bay area, Delta, up and down the beach from the Golden Gate) or have local flavor (Pacific cruises from the west coast.)

How about some more articles on bay tides and winds for your racing freaks, like me?

Bob Moyer

Bob — About the bay tides . . . did you not catch the January 1980 issue in which the sandbagging female Lee Helm humbled Max Ebb by explaining that the south bay resembles the mathematical model of a 'standing wave'? It was so easy to understand that even we got it. This month Max Ebb is writing about the 720 rule, but we hear he had another transbay bus encounter with the mysterious Lee Helm, so you can look for more on the bay tides soon.

If all has gone well with this issue, you should find Kame Richards' recommendations on how contestants in the Singlehanded Farallones Race should play going out the Gate and how they should play coming back in. Kame's not just shooting the breeze either, he's got these great slides taken from U-2 planes that really show what is and what is not the right way to go. And this is not just for racers — it's for everyone who sails in and out the Gate who does not want to needlessly engage in a Mexican standoff with the tides.

The Cal 29 Class Association would very much appreciate your help by publishing our little notice.

A few years ago a challenge was offered by the Cal 29 owners from Southern California for a team race against us bay guys. You printed a letter from Keith Dennsmore but I don't know if anyone ever told you what happened.

The first year — 1978, a team from here went to Newport and beat the Southerners handily in 5 races with 4 boats on each team. Then the L.A.ers came up here for the second



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LETTERS

match and we just barely pulled it out.

Last year our team went to San Pedro and after 6 races with 3 boats on each team, it was a tie. They came back to the bay and with 5 races with 4 boats per team, we got'em again.

We plan another series this year and will try to keep you informed as to the dates and results.

Aside from the Cal 29 Association, I have set out several times to send off my subscription to your nifty magazine but I've always been able to get a copy off a fish at Caruso's or somewhere. The time has come . . . so here is my \$7.50 for a subscription. (Not to be considered a bribe for publishing our little announcement.)

Bruce Easom
San Rafael

Bruce — You've probably noticed in the past that we've had an almost monthly column in Latitude 38 for "I.O.R." and for MORA. What we'd like to see is a monthly column on one-designs, which would include timely information on important events of general interest such as the north/south rivalry in Cal 29s. What this requires is a little bit of work on the part of each one-design class' secretary to feed us the most important information — not necessarily every month, but whenever there is an event of importance — racing or cruising.

No doubt the person who objected in the March, 1980, Letters column, if he broke a big toe on a deck fitting in the dark would simply murmur: 'Oh dear, oh goodness me, oh my goodness,' and would never, ever indulge in "ango-saxon phrasing."

My check for \$7.50 to reimburse you for the refund to him is enclosed.

Betty LeNoir's plea on behalf of her minor grandchildren elicits more sympathy, but the basic solution is in her letter — just keep poisons out of reach of children. In any case, if the kids are old enough to read, they will have no doubt been infected by their peers before reading *Latitude 38*!

Don't be pressured into diluting the impact of the magazine by trying to disinfect real life situations and how the real life players describe them!

Jim Welch
Santa Clara

Jim — 'Real life players describing real life situations' — that's a great line that pretty accurately sums up the what we try to do at *Latitude 38*.

We are however sensitive to the pleas of the folks with kids, and so in the future will label the more explicit articles as being just that. Certainly this isn't a perfect solution to the problem, but it will allow us to print the unabridged version of real life while at the same time letting the younger folks know that we



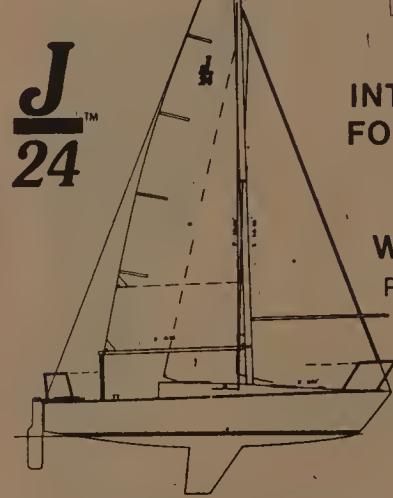
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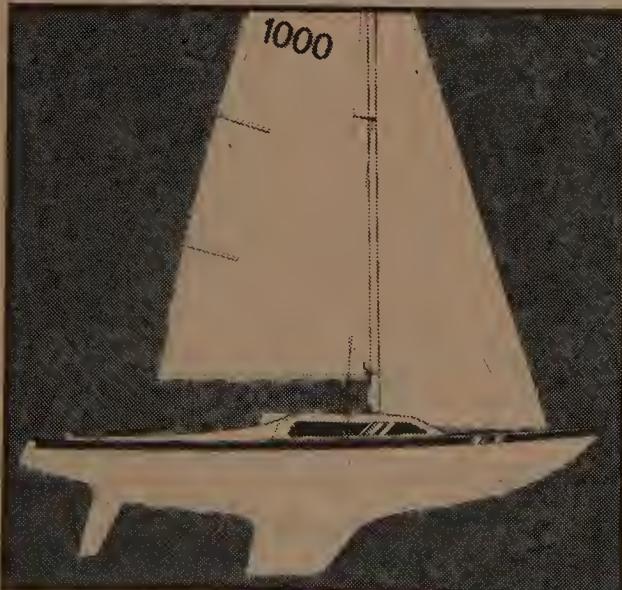
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LETTERS

don't particularly encourage that kind of language. And by so labeling the articles parents who wish to can remove that part of the magazine to keep it from their younger kids — providing they catch it first.

When we were in San Francisco and Moss Landing last week several friends insisted we read your magazine. What a treat. It's one of the more interesting ones we've read in a long time. It's good to know the sailor has a voice somewhere. We are rather tired of magazines written for the advertiser only.

We were with Peer Tangvald in Manila shortly before he headed into the Sulu Sea. We met his son and wife Lydia and were shocked to hear of their encounter with the rebel Moro's of the Sulu Sea. Could you send us a copy of the SSCA letter Peer wrote regarding this incident as we would like to have more information on this affair.

Larry & Lin Pardey
Lake Elsinore

Larry & Lin — We no longer have a copy of the Seven Seas Cruising Association (SSCA) letter that Peer wrote, but we know it did appear in their July 1979, Commodore's Bulletin, page 168 and 169.

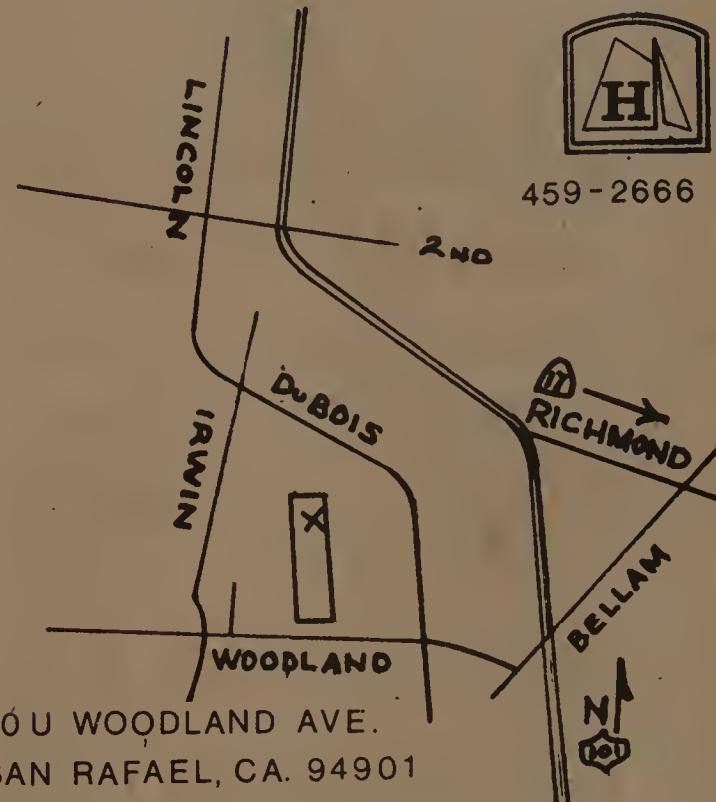
For those readers who aren't familiar with the Seven Seas Cruising Association, it was started in 1952 by a group of live-aboard cruisers in San Diego for the purpose of sharing cruising experiences through a monthly bulletin. Since 1952 it has spread from California around the world. To join the SSCA, you must have lived aboard your boat for over one year — it must also be your only home — and have been recommended by at least two current 'commodores'. If you don't meet those requirements, but would still like to get the almost-monthly Bulletin, you can subscribe by becoming an Associate Member. Send \$10 to Ginny Osterhold, P.O. Box 38, Placida, Florida 33946.

There was also a mention of the death of Peer's wife in 'The Spray' which is the publication of the Slocum Society — it appeared in Volume XXIII, No. 1, January-June 1979, page 69. The Slocum Society was established in 1955 to "record, encourage, and support long-distance passages in small boats." Unlike the SSCA, the Slocum Society is nearly rule free; "membership open to any interested person without prerequisite." There is also a Slocum Society Sailing Club, "which has neither rules nor dues, but members fly the house flag of the last sailing line Captain Joshua Slocum worked."

It's our observation that the SSCA's Bulletin is more family and U.S.-oriented than the Slocum Society 'The Spray', which is more hard-core and international. A somewhat typical entry in 'Spray' mentioned a 30 year-old Englishman who made a 15,000-mile, 4½ year voyage from England to Australia. His boat was 18-ft. and made of wood; it had no engine. In Panama he met a 29 year-old Swiss woman who

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RACE RESULTS

Roy Raphael *Magic Too*

1st Place Metropolitan Midwinter Series — PHRF
2nd Place Golden Gate Midwinter Series — PHRF

Mike Wathen *Stinger*

1st Place Class & Overall, Catalina Island Race, first race of the 1980 Whitney Series — IOR
1st Place, Capistrano Bay Yacht Club, the San Juan Series — PHRF
2nd Place L.A. Midwinter Series — IOR
Several 1st Place finishes in Dana Point Y.C. races PHRF

George Creamer *Killer Duck*

3rd Place 1980 Ano Nuevo Race — IOR (Beat by *Leading Edge* & *Merlin*)
3rd Place in final Metropolitan Midwinter Race — PHRF

Rob Lanyon *Leading Edge*

2nd Place Class & Overall, 1979 Gulf of Farallon Series — IOR (Lost 1st Place because of a Starting Line DSQ)
1st Place 1980 Ano Nuevo Race — IOR (Chartered by Dee Smith)

Ken Garrison & Clyde Thornley *Zonker*

1st Place Sequoia Y.C. Race — PHRF
One 1st Place, Three 2nd Places, Coyote Point Y.C. Midwinter Series — PHRF

SPECIFICATIONS

L.O.A.	33'9"	Draft	6'
L.W.L.	25'9"	Ballast	3050 lbs.
Beam	10'10"	Displacement	7800 lbs.
Diesel	Renault 16 h.p.	Prop.	16" folding Martec
Winches	6 Barientz	Headroom	6'3"
Rig			7/8" dbl. spreader
Sail Area			100% Fore Tri. 503
I	38'	P	41'
E	14'	J	11.42'
JC			12'
Rating		PHRF:	120
		IOR:	25.2

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LETTERS

sailed with him the rest of the voyage in Super Shrimp. Afterwards the gentleman said, "Iris and I have no plans to marry, but we admit it was impossible to remain just companions on a voyage from Panama to Australia in such a small boat." In the future they plan to "take life as it comes." Great stuff, eh? 'The Spray' comes out about twice a year, and you can get it by sending \$10 to Neal Walker, P.O. Box 1164, Bellflower, CA 90706.

Neither 'The Spray' or the SSCA's Bulletin carry any advertisements.

I have a lot of friends living in and around San Francisco, and about the nicest thing that one of them has done for me has been to arrange a gift subscription to *Latitude 38*. Since I stopped working for one boating magazine, I no longer have to read any of them, but when yours or *Yachts and Yachting* is shoved through the mail slot, all the freelance hassles are filed away and I sit down for a good read. One of those hassles has been a long book about the 1979 Fastnet Race calamity, and your issues last fall turned out to be helpful sources. Unlike (apparently) most editors of boating magazines, you had the modest good sense not to form hasty judgements about the disaster and to, simply, let your sources talk with authority and persuasion. My only quibble with *Latitude 38* would be the extensive coverage of the Mini Transat, which is lunacy afloat except for sailormen like Norton Smith, and which should probably remain a well-kept secret before popularity transforms it into a three-ring circus and, if the weather ever gets as bad as it was in the Western Approaches last August, a disaster.

Anyway, cheers to Urbanczyk! If more good his English only were, a publisher would give him a fat advance for a book about voyaging from the bottom up.

John Rousmaniere
Stanford, CT

John — We're flattered to receive such a complimentary letter from someone whose articles we've been reading for years.

Our rather heavy coverage of the Mini-Transat was prompted by the fact that the only two U.S. entries were local sailors Norton Smith and Amy Boyer. Since so many local folks know both Norton and Amy, we thought they'd like to receive blow-by-blow accounts of what took place.

When you say you think it's lunacy afloat, you perhaps are right. It's chilling to think what might happen if the fleet did hit a storm such as hit the Fastnet fleet! However, it's also chilling to think what it would be like if people weren't allowed to make such attempts. As for our extensive coverage exciting others to enter such races, we think their interest will be cooled rapidly upon hearing of the deaths that occurred in the first running of the race, and of the number of boats that were sunk or lost during the first leg of the second race.



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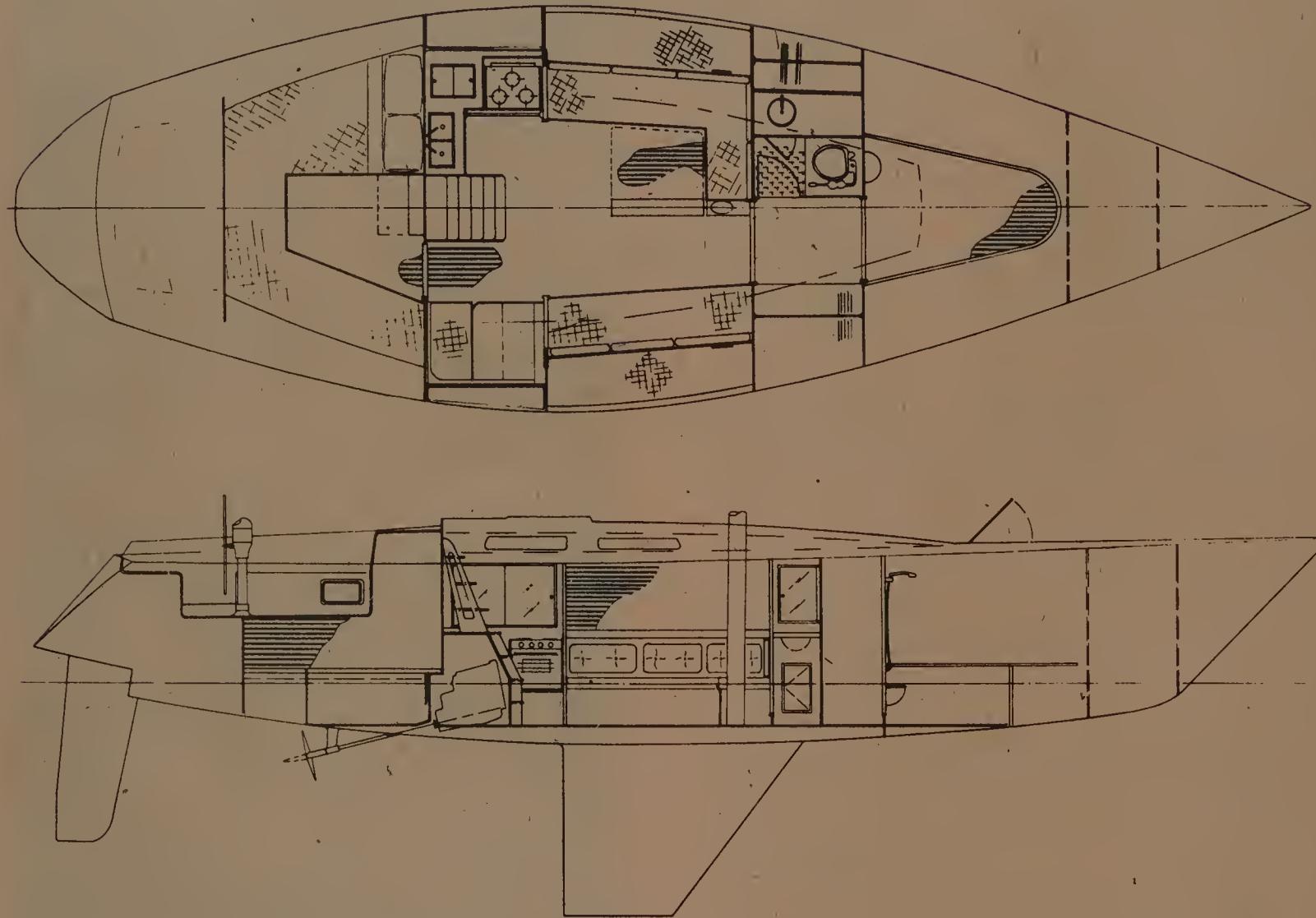
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The following is a brief introduction to the Small Boat Racing Association, and the 15 fleets that race within it. What we must do here is fess up to the fact that we are stealing this material word for word from the SBRA Spring 1980 Newsletter. Normally, this is a terrible thing to do, but our knowledge of the SBRA is so poor, and we want to get their sailing message out so bad . . . well, we think it will work out o.k.

There is about one thing we can say about the SBRA, and that is that within its classes it's probably the most economical way of sailing — provided you want to sail your own boat. And make no mistake — as Richard Nixon used to say — very frequently the smaller the boat, the greater the pleasure. The nice thing about the SBRA also is that you can pick the intensity of competition you want. Some classes, like the 505 are very intense, but there are others that are much less so. You should check with SBRA members to find which are which. For more information, write the SBRA at 340 Estrella Way, San Mateo, CA 94403.

SBRA provides a full schedule of small boat racing for 15 classes in 1980. SBRA is tuning up to provide 8 months of action packed sailing for its' SBRA members and prospective new members this 1980 season. The 15 classes are divided into 4 divisions which have had some alterations this year, along with the 1980 schedule. So, read on to hear what's happening to your class this season.

DIVISION I

El Toro

The El Toros are in division I by themselves this year, but will still consist of 3 age groups: El Toro Y (14 yrs. and under), El Toro I (15 yrs. to 18 yrs.), and El Toro O (over 18 years.) They will sail 11 regattas, including two new ones; the Stockton Sailing Club will provide some warm weather sailing on the Delta in July and the Island Sail Club at Foster City is scheduled to host a regatta on the lagoon in August. The El Toro sailors will have six SBRA regattas under their belts before they travel to Ashland, Oregon for the El Toro Nationals, August 3-8. Jim Warfield took the El Toro seasonal trophy last year, but will be pressed hard this season in a very competitive fleet. Greg Vance edged out Tom Huntley for last year's championship as the two young sailors improved their sailing skills to dominate the class. Last year's winners in El Toro Y were Greg Vance, Tom Huntley, Danny Korb; in El Toro O, they were Jim Warfield, Lynn Huntley, and Tom Chambers.

DIVISION II

Coronado 15

The Coronado 15 is a popular class for the family sailor with many national calibre skippers sailing locally for the SBRA seasonal trophy. The first three last year were: Jeff Osterlund, Oleg Maslenikov and Vic Jewhurst.

INVITATION TO RACE

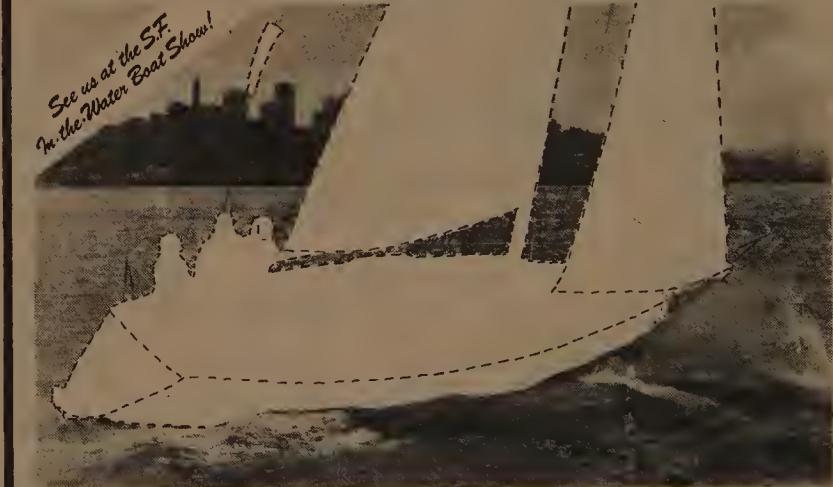
- "WHITE KNUCKLES" — SANTANA 20 SLOOP, '77; Main, Lapper, 150% Genoa, Storm Jib, Spinnaker Hdwe. but no sail, Lifelines, (3) Winches, Adjustable Backstay, 2.5 hp Seagull, Boarding Ladder, (Trailer Available) Asking \$6,900.
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- ERICSON 35 SLOOP, '70; (5) Sails Including Spinnaker, (6) Winches, Wheel Strg., VHF, SSB, DS, Loran, Dinghy, Cockpit* Cushions, 110V System, Albin 22 hp dsl., New Lifelines, Adjustable Backstay. Asking \$41,500.
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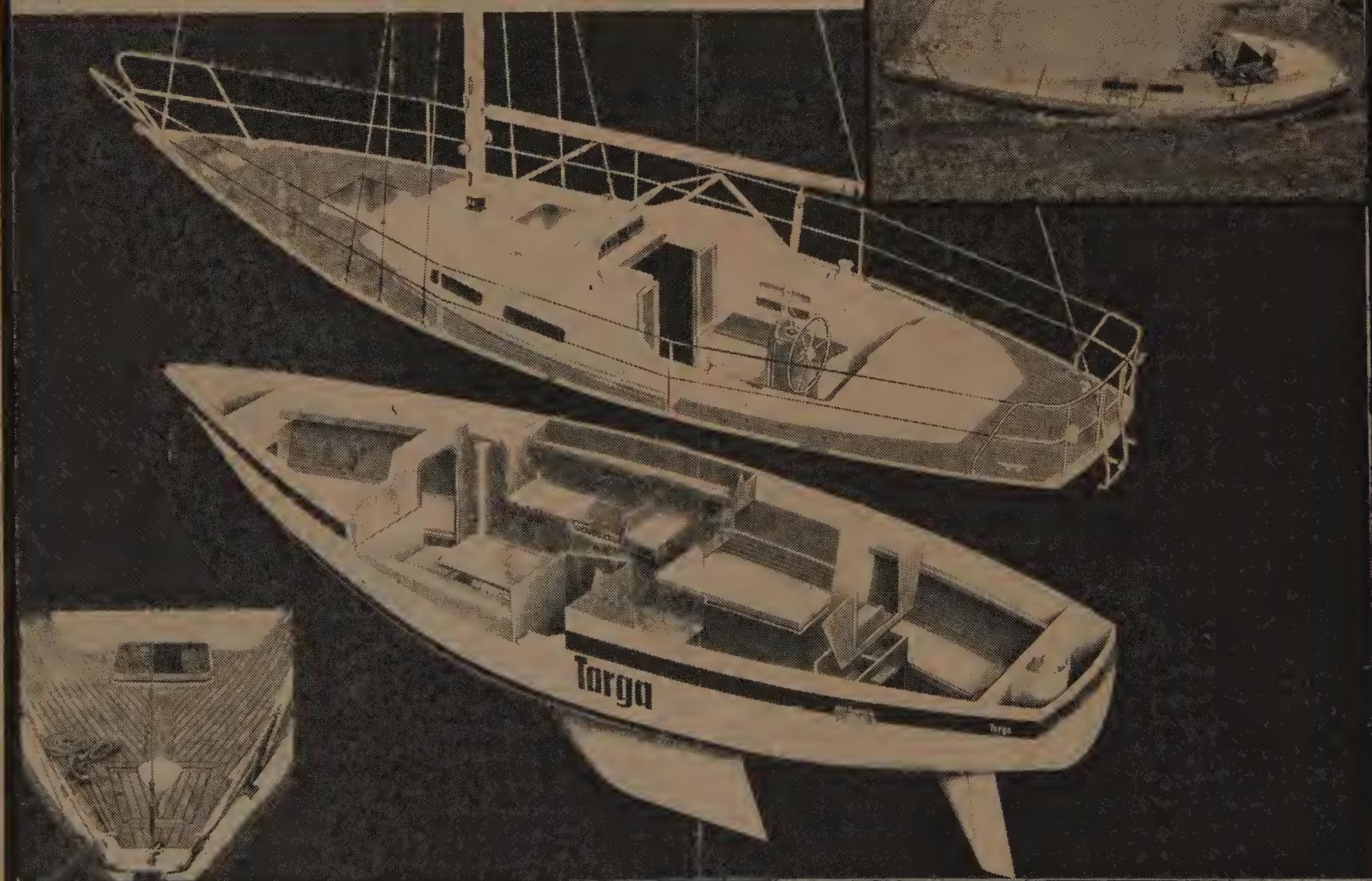
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SBRA

Laser B

The Laser Class will provide a start in division II for the sailor who likes lake sailing and a more relaxed atmosphere. The rest of the Lasers will sail in division 4, and both Laser groups will qualify for a seasonal trophy.

Banshee

The SBRA Banshee class is a small, but select group. John Navas was a strong finisher last year, and once again won the Banshee Nationals at Huntington Lake in July with five firsts. How's that for consistency.

Lido 14

The Lido 14 continues to be a steady class in the bay area with 30-40 boats raced actively each year. The Cal Sail Club provides open Lido racing every Sunday morning and the Fremont Sailing Club hosts fleet races. With the SBRA presenting consistent quality racing, this popular family class will have many opportunities for excellent racing.

Sunfish

The Sunfish was moved into division II at the request of the Sunfish class representative, which will improve the quality of racing for this durable singlehander in the 1980 season. Our schedule should provide the Sunfish skippers with plenty of experience in conditions similar to those at Clear Lake, where the Pacific Coast Championships are being hosted by the Diablo Yacht Club on Aug. 15-17.

DIVISION III

Lightening

The SBRA Lightning fleet had a light season last year, but with the North Americans at San Diego in August, the Lightning skippers will be tuning up early in the season. Only 2 boats qualify for the North Americans from California and they will be selected in a district championship at Mission Bay early this summer. The California Lightning Championship is another major for the locals, held during Easter Week at Kings Harbor in Los Angeles. Good Luck, Lightning sailors!

420

The SBRA 420 class is a strong one in the bay area with many competitive sailors competing locally. The 1979 SBRA seasonal results were: Fred Lahr, Jerry Tomeo, and Ernie Bertram.

Snipe

The Snipe class has grown rapidly around the bay in the last few years, with the locals now numbering between 30 and 40 boats and attracting many more each season. The local class owns a few boats themselves, and are interested in attracting new sailors to the Snipe fleet, so if you have any questions, contact Larry Murphy, 661-8923. Murphy was the one to beat last year, capturing the SBRA Seasonal Cham-

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SPECIFICATIONS	
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L.W.L.	22'6"
Beam	9'5"
Draft	4'5"
SA	406 sq. ft.
Headroom	6'1"
Displ.	9200 lbs.
Ball.	4000 lbs.



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pionship and the Lake Merced Snipe Fleet Championship, to dominate a high quality fleet. The Pacific Coast Championship will be at Huntington Lake in late July this summer, and with Merced, Richmond, and SBRA providing excellent regattas for our Snipe sailors, they should have their boats well tuned. The results for the 1979 SBRA season were: Larry Murphy, Jeffrey Johnson, and Peter VanderNallen.

Flying Junior

The F. J. SBRA fleet had a red-hot year for 1979. Steve Klotz won the 1979 World Championship at Richmond followed by Richard Gee in 10th, John Kostecki in 11th, and Bruce Edwards in 14th, out of 51 boats. Bruce Edwards traveled to Iowa City to take a 3rd in the U.S. Nationals. John Kostecki barely overtook Edwards for the SBRA championship in one of the toughest of all the classes. The top three SBRA F.J. sailors last year were: John Kostecki/Albert Boyce, Bruce Edwards and Peter Blasberg.

DIVISION IV

5.0.5.

The 505 has been an active fleet in the SBRA for over 10 years. The attendance at SBRA regattas decreased last year, with the resurgence of club regattas, but the 1980 North Americans are in Santa Cruz, and with the improved SBRA schedule, the 505s should be coming out this year. Dennis Surtees and Jon Andron did well at the Worlds in South Africa, with a 2nd and 9th respectively and the George Pedrick/Bruce Powell team sailed away with the SBRA Championship. Add to these 3 the half-dozen other national calibre local teams and the bay area should dominate the top ten at the North Americans in Santa Cruz, Aug. 25-29.

SBRA has made every effort to keep from conflicting with major 505 events in addition to scheduling the Santa Cruz and Monterey Regattas on appropriate tune-up dates preceding the North American Championships. Combine these with the two SBRA olympic circle regattas in April, and the 505s should have a great sailing season. The 1979 SBRA top three were: George Pedrick/Bruce Powell, Jim Wondolleck and Tom Poore.

International 14

The International 14 has 50 years of tradition as a developmental class. It was the first planing hull boat, the first to introduce the trapeze, and is now introducing the double trapeze (the skippers have to work now). It's a class that travels internationally as well as sails locally out of a backyard, off Kers Clausen's dock behind the Richmond YC. This includes many participants who design and/or built their own boats, which invariably provides bargain-priced International 14's in the second hand market and also a cohesive group capable of an enjoyable level of comradery after the sails are folded.

The International 14 attendance was light last year due to



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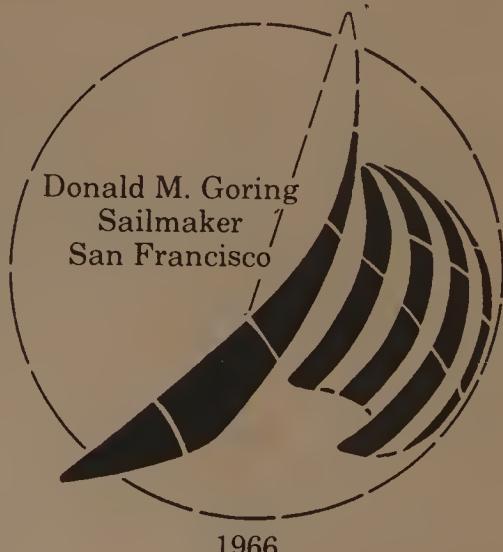
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scheduling conflicts. This year, with the addition of two regattas at Berkeley in April, the International 14s are offered as a more well-rounded schedule and attendance should improve. The Nationals are at Annapolis in August which may attract a few bay area boats.

Fireball

The bay area Fireball fleet is one of the strongest in the U.S. as exhibited at the Nationals last year, in North Carolina, with Howie Marion finishing 3rd and Gordon Danielson a close 5th. This year the Nationals are at Wichita, Kansas, which is like running a regatta in a wind tunnel with the wind speed stuck at high. Our heavy weather races ought to do well there and our two new Berkeley Regatta should provide some additional heavy weather practice. John Liedenberg won the Fireball Season Championship last year and should have a tough fight for it this year with some new faces in the fleet. The top three last year were: John Liedenberg, Pat Gray and Rose Harbrecht.

Contender

The SBRA Contender fleet has always been small on quantity, but high on quality, and last year was no exception. Six of our SBRA Contender sailors broke into the top ten in the Nationals at Palo Alto last summer. Jim Anderson sailed away from the fleet in the heavy air to win every race. Raoul Gertin was a distant second, with Terry Schmidt 4th, Art Lange 6th, Gil Woolley 7th and Pat Nugent 8th.

Laser

The Lasers have been moved into Division IV this year which will raise the calibre of regatta they sail in and will hopefully bring out more of the local "redhots" to join in the great racing. The two regattas at Berkeley in April will improve the schedule, with the Cal Sailing Club races being a good tune-up for the Nor Cal Open on April 19-20. For the first time in recent memory the Clear Lake Regatta on June 14-15 will not conflict with the Laser Nationals in Seattle on June 19-22. Three of the 5 District 24 Championship Series regattas will be SBRA regattas, so sailors can join SBRA and race for two sets of trophies at the same time!

Pat Andreasen sailed away to dominate the SBRA Laser sailing last year, but the expected rise in competition and the move to division IV will make the season championship a hotly contested title. Last year's Laser top three were: Pat Andreasen, Fred Wood and Steve Damm.

The SBRA is sponsoring the Junior Championship regatta to be hosted by the Metropolitan Yacht Club on June 16-21. The Bemis Cup will be sailing in the flying junior and the Sears Cup in the Laser. Come on juniors, if you're not 20 years old on January 1st, you are eligible.

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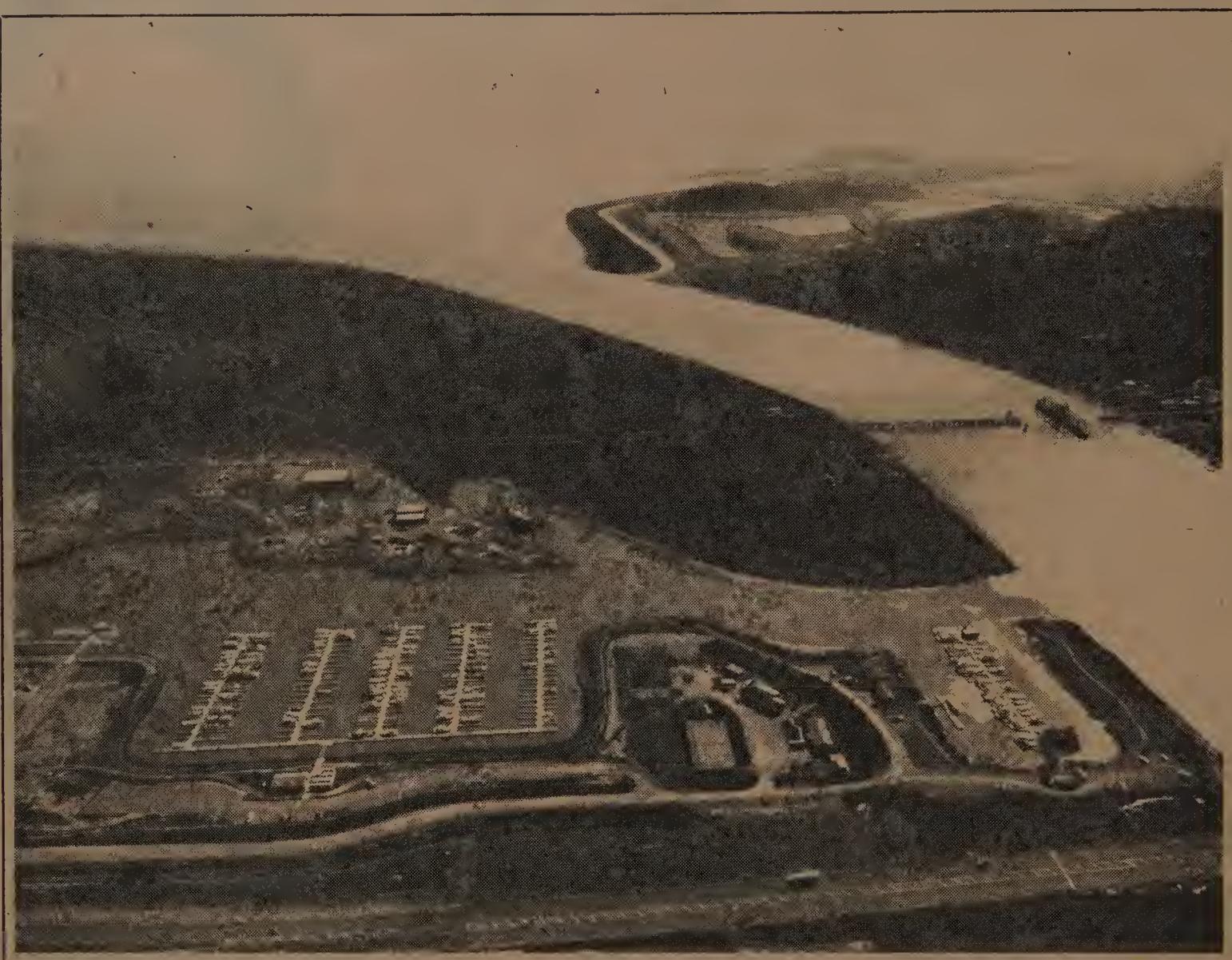
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Olson 30

The Olson 30 represents ten years of designing, racing and enjoying sailboats for George Olson. The Olson 30 is large enough to be an ocean racer and small enough to be a trailerable, family-sailed club racer. Strong enough to last and light enough to be fun, the Olson 30 is fast, responsive and comfortable.

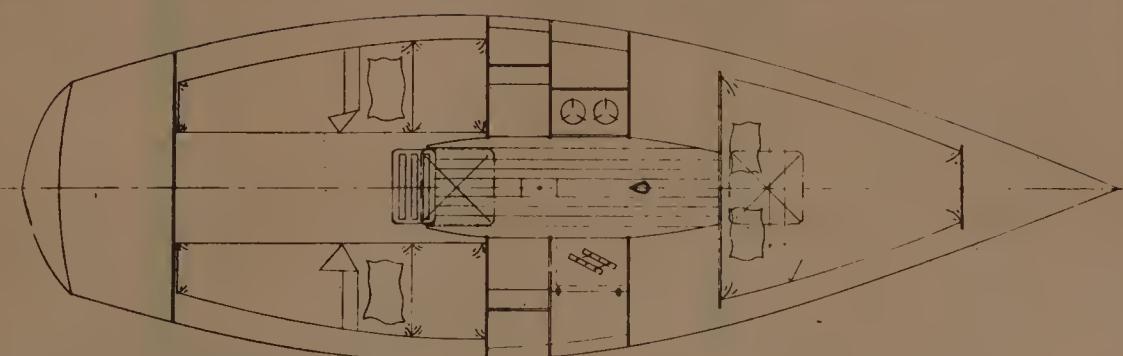
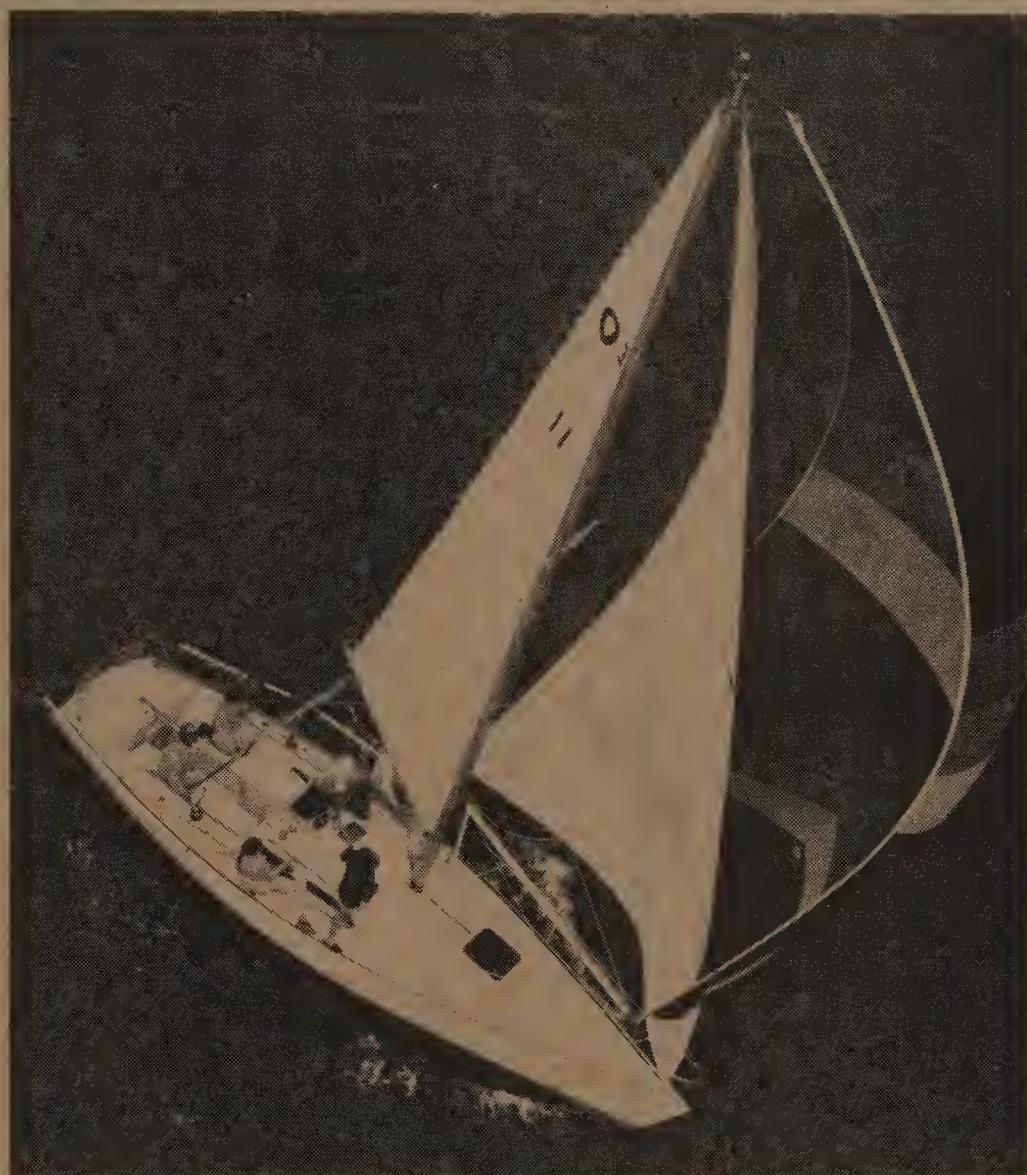
The Olson 30 comes with a beige deck and is liberally trimmed with teak. The boat has been designed with liveability in mind. The interior floor is teak and holly. The galley, the upholstered and cushioned double berth forward and two quarter berths aft are equipped with varnished cabinetry. The galley comes with a naturally-finished birch plywood chart table, four seats and a built-in ice chest to provide comfort both at sea and in harbor.

For speed and durability, the Olson 30 has a single spreader mast head rig, low wetted surface area and high ballast to displacement ratio. To provide stability, the keel is lead and all fasteners are stainless steel. The hull and deck are balsa core sandwich with molded-in non-skid.

It simply doesn't make sense to offer a state-of-the-art design and hull without providing the industry-standard hardware. Sparcraft provides mast, boom and spinnaker pole—the section is well proven, readily available and simple. Navtec rod rigging joins the keel stepped mast to the super-stiff hull. Schaefer track allows headsail lead adjustments. Bariant winches provide the power for sheeting the sails.

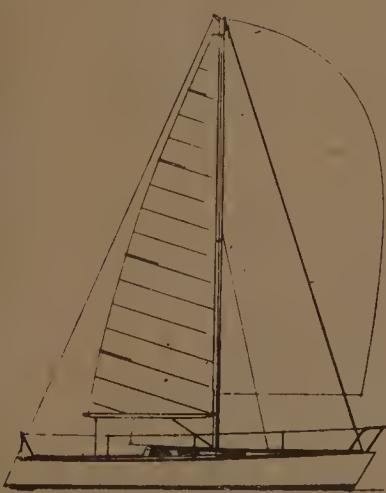
The design philosophy of the Olson 30 is established on the basis that simplicity in sail inventory will both enhance the enjoyment of sailing and will allow skipper and crew to concentrate on trimming fewer, not more, sails.

There are already several fleets racing on the West Coast. To maximize the development of the Olson 30 as a high-performance sloop, a periodic newsletter will keep all owners aware of new ideas developed by other owners. The Olson 30 will be at the head of the fleet and first to finish.



SPECIFICATIONS

LOA	30'0"
LWL	27'5"
Beam	9.3'
Draft	5.5'
Displacement	3,650
Ballast	1,850
Sail Area	380
J	11.75
P	31.50
E	10.75
I	36.00



OLSON 30

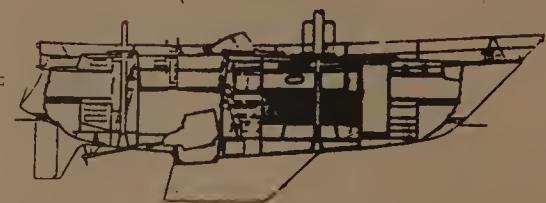
Port Sonoma Yacht Sales
262 Sears Point Road
Petaluma, CA 94952
(415) 892-1657
(415) 892-9890

GERMANIA 40

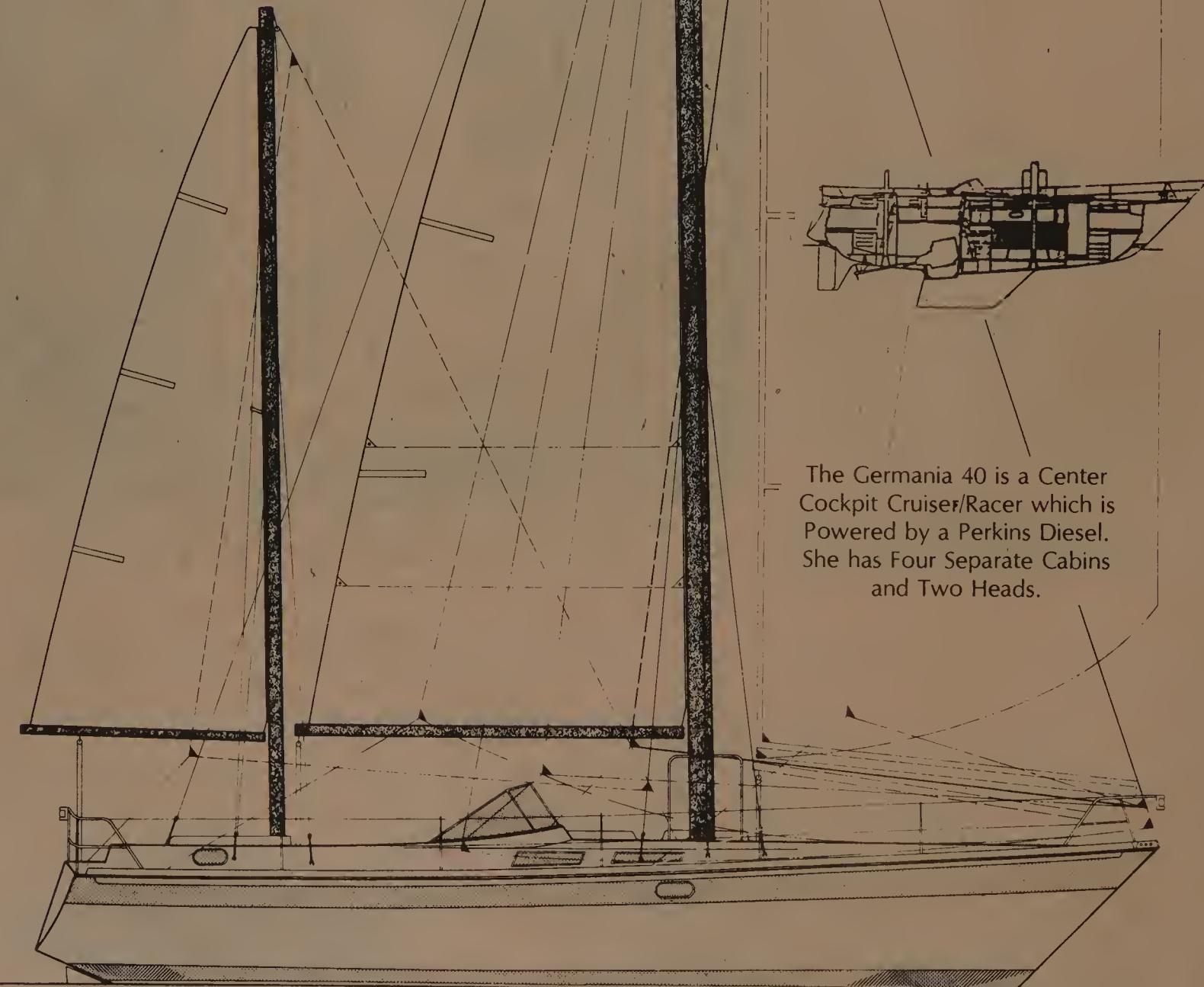
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ONE DESIGNS

During the last year or so we have been giving space in the front of almost every issue to both MORA (Midget Ocean Racing Association) and the IOR fleet. Why we neglected to extend the same offer to the One-Design classes (and SYRA, and SBYA) is one of the major mysteries of 1979.

Starting with this issue, we are offering space to the one-design classes in the hopes that the class secretaries will periodically send us the class news and announcements. Here's to hoping you one-design folks will take advantage of the space to promote your class and keep the sailing public abreast of class activities.

A note on who we are talking about here. The one-designs we refer to here are the boats in the One-Design Classes Association (ODCA) of the YRA (Yacht Racing Association). Last year they included the following 32 classes: Ariel, Bear, Bird, Cal 25, Cal 2-27, Cal 29, Cal 3-30, Cal 34, Catalina 27, Columbia Challenger, Columbia 29, Coronado 25, Ericsson 27, Excalibur, Gladiator, Golden Gate, Hawkfarm, IOD, Islander 28, Islander 30-II, Islander 36, J/24, Knarr, Newport 30, Peterson 34, Ranger 23, Ranger 26, Santana 22, Santana 525, Triton, Vanguard, and Yankee 30.

Also included in this column will be one-design news from SBRA (Small Boat Racing Association), and SYRA (Small Yacht Racing Association) fleets.

Cal 29's and Cal 2-29's

The Cal 29 Association of Northern California has an active racing and cruising schedule for the 1980 season. Our first cruise is to Half Moon Bay the weekend of April 18-19. The YRA season starts May 3 with racing to Coyote Point. We have spinnaker and non-spinnaker fleets. The 1979-80 Metropolitan Midwinters had 10 non-spinnaker boats on the line for every race.

Other association events include a "Sail In" to Belvedere; a Picnic Cruise to McNears Beach; and North-South Team Races. We are interested in contacting as many people as possible who have the extraordinary good sense to own and to recognize the excellent qualities of the Cal 29.

For more information, contact the Class Secretary, Bruce Easom, 39 Porto Bello Drive, San Rafael, CA 94901, (415) 457-7487 home, (415) 825-4520 work. Remember, an active fleet is a sure investment in maintaining the higher resale value of your yacht.

Catalina 22's

The Far West Region of the Catalina 22 National Sailing Association wants to inform all Catalina 22's that they can

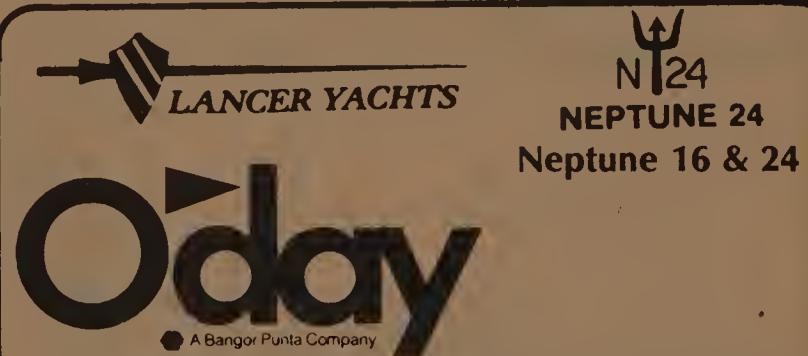
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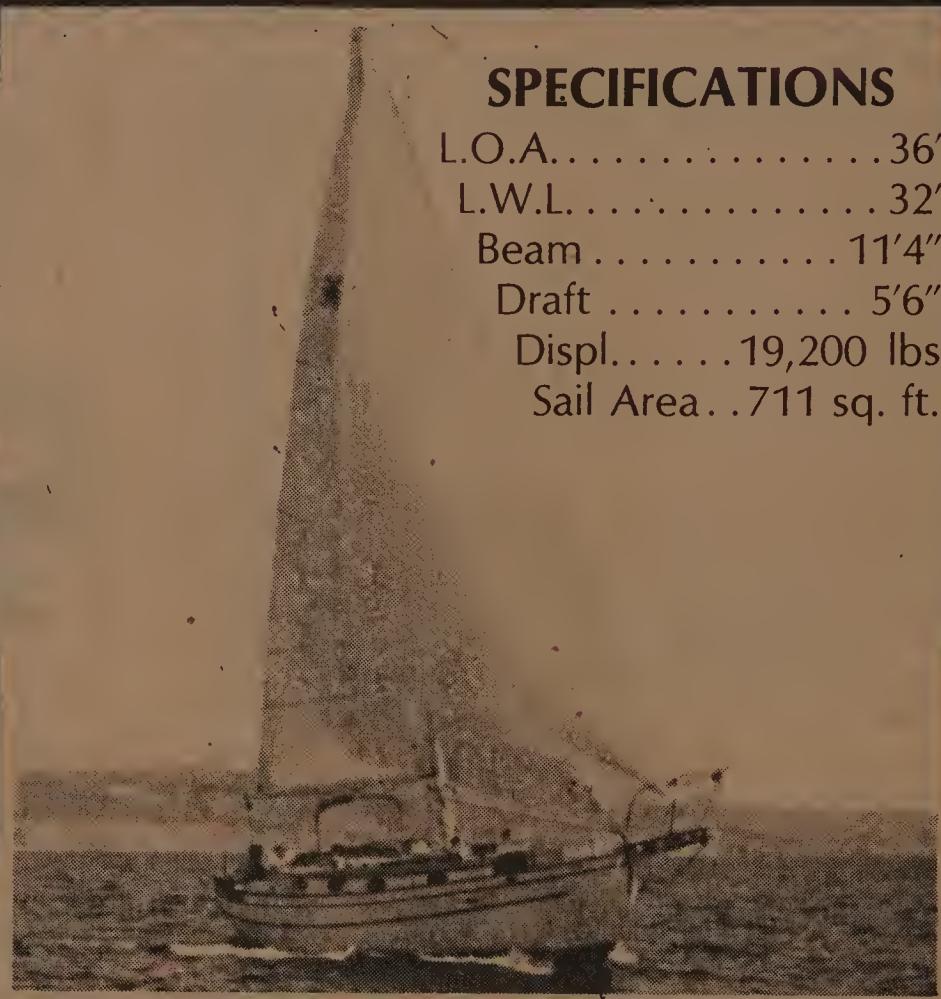
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Richardson Bay Yacht Sales Presents

POLARIS FUNSHIP 36

By Robert Perry



SPECIFICATIONS

L.O.A.....	36'
L.W.L.....	32'
Beam.....	11'4"
Draft	5'6"
Displ.....	19,200 lbs
Sail Area..	711 sq. ft.



Clipper Yacht Harbor
Foot of Harbor Dr.
Sausalito, CA 94965
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ONE DESIGNS

(and probably should, if they are inexperienced skippers mainly interested in cruising) participate in the Small Yacht Racing Association of San Francisco Bay (SYRA). Racing is one of the best, and more enjoyable, ways to acquire the necessary skills and confidence to become a safer skipper. For more information, please call Regional Commodore Sam Crabtree at (415) 754-4510 or Ken Naylor at (415) 964-6976 (eves) or (415) 442-2783 (days). The SYRA season lasts from April through September, consists of 14 races in 8 weekends, with 3 throwouts. All races are within the bay (start within 8 nautical miles of Alcatraz). Only 6 races are needed to qualify the boat. Application fee is \$27.00 if postmarked before April 1980. There is a late charge of \$3.00 if postmarked later. Entries should be made on a form obtained from the Executive Secretary of SYRA at (415) 357-1634. Thank you, Samuel E. Crabtree.

Coronado 25's

The Coronado 25 fleet will hold their annual Sailing Clinic at the Berkeley Yacht Club on Saturday, April 12th starting at 9:00 hrs.(?)

A must for all Coronado 25 skippers and crew — open to all interested sailors. Topics to be covered:

1. Boating safety on the bay.
2. The Coronado 25. Its strengths, its weaknesses, and how to make it a better boat.
3. How to make your boat go faster.
4. The racing rules. Emphasis on staying out of trouble.

The \$5.00 fee includes lunch. For information and reservations call Ernie Dickson, 376-4590, Carolyn George 697-3470, or Elaine Kozack 332-3380.

Ranger 20's

If you've got a Ranger 20 — the ones built in Washington — and are wondering what to do July 19, 20 and 21st, we've got the answer. Hitch your boat and trailer behind your car and rumble on up to Portland, Oregon, for the Ranger 20 Nationals. The National Championship Regatta is open to all Ranger 20 owners and their families, and will be followed by a one week cruise on the Columbia River. Could be a whole lot of fun — find out more by calling Richard Beals at (503) 231-9215.

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FARR 44

LOA 44'0"
DWL 36'1"
BEAM 13'0"
DRAFT 7'1"
DISPLACEMENT 14,516 lbs.
BALLAST 5,696 lbs.



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The Farr 44 is Bruce Farr's latest offering from C&B Marine. It's a very fast cruiser with all the performance features that make Bruce's designs among the most successful in the world. A yacht that is spacious, comfortable, easily handled without a large crew and designed to be fast and powerful. In short, a yacht that can be family enjoyed and do very well under any handicapping rules.

The Farr 44 is a light displacement yacht with powerful sections, wide stern, fine bow entry and stiff enough for excellent windward performance and a real thrill off the wind.

The interior plan has it all, including the beautiful finish and detail work C&B has become famous for, now with either cold mold or fiberglass construction. Teak decks are standard.

A Pathfinder marine diesel provides plenty of power when needed and excellent taste has been used in selecting all standard hardware, fixtures and accessories.

C&B Marine also builds the Farr 34, Farr 38, Farr 55 or your custom design.

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24' "American Express".....	21,500	43' Columbia, new dsl. eng./gen..	62K
24' Bristol.....	10,800★	47' Cheoy Lee Offshore, best on the coast.....	135,000★
24' C&C Niagara — sharp.....	\$16,900★		
24' Columbia Contender.....	5,500★		
25' Cal, full race.....	8,900		
25' Irwin.....	11,900		
27' Reinell, keel.....	15,500		
30' Yankee, new eng.....	30,000★		
32' Columbia.....	36,500★		
32' Coronado, aft cabin.....	31,000		
34' Fisher, loaded.....	99,900		
34' Sunset, bristol.....	32,000		
35' Ericson.....	44,500		
35' Rasmus, elegant.....	69,900★		
37' CT, salty & fast.....	88,868★		
40' Challenger.....	92,500		
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'One Design is fine' - that's the theme of the Small Yacht Racing Association (SYRA) of San Francisco Bay. "Small" has become very big with the 400 or so bay area one-design sailors from over a dozen classes who have sampled a summer season or more of the highly tactical Olympic-style keel boat racing the SYRA co-sponsors with the bay's major yacht clubs.

Typically about 180 boats representing 16 classes, crewed by two to four people, hit the starting line at five minute intervals. That's after the committee boat "raises the guns, and shoots the flags" — at least in the words of one sailor after his third victory drink at the yacht club bar.

Strictly run under USYRU rules, SYRA regattas demand the best efforts from one-design skippers and crew — be they beginners or advanced. Marks are well set, start lines square on the wind, and precise visual and gun signals (flag alphabet and numeral pennants) give bountiful encouragement to sailors who enjoy a stiff competition in a well-managed race.

The championship season consists of 14 races utilizing six distinct bay courses. There's the big cityfront triangle; a Knox / Yellow Bluff / Harding Rock course; a course around big orange inflatable marks in the light airs of Richardson Bay; the Olympic Circle course off Richmond; as well as those near the Berkeley Pier and Ballena Bay in Alameda. The courses offer the widest variety of sailing conditions short offshore racing.

Current active One-Designs include the very large Cal 20 fleet, the steadfast Pearson Electras, the Santana 20's, and plentiful Santana 22's, Rhodes 19's, Venture 24's, Ericson 23's, and Zephyrs. Hot up-and-coming fleets include the Etchells 22's and the ultralight Moore 24's who have decided to try the bay, too. Along with the qualifying One-Designs starts, the SYRA offers starts for the following Invitational Divisions; Catalina 22's, Flying Fifteens, Ranger 22's, and San Juan 24's, giving them the chance to possibly develop into regular SYRA One-Designs.

The SYRA has several voluntary officers doing immense amounts of "free" work to keep administrative matters afloat. The greatest plaudits over these, lo, 23 championship summer seasons, however, must go to Howard and Edna Robinson, SYRA Professional Recorder and Executive Secretary, respectively. Howard is always on the Committee Boats or Race Deck keeping accurate times and scores, while also providing the necessary flags, shotgun, ground tackle, inflatable marks, loud hailer, etc.

And if you wanna know the score, you ask Edna Robinson. Edna pumps out complete fleet results — including elapsed times down to the second — for every SYRA boat to cross the finish line — and even those who don't. Usually the results are in the mail by the Monday following the regatta — much to the delight of those who have raced. Edna is the supremely vital 'paper-shuffler' on whom depends the turning of the SYRA wheels; if she stops, so does the SYRA.

The SYRA sustains several of the biggest One-Design fleets in the bay, fleets who've switched over from "brand X" racing

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24' SEAFARER, '74.....	9,600
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24' GLADIATOR, '64, full keel cruiser.....	8,000
25' LANCER, '76, with Tandem trailer, Honda.....	12,200
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25' CORONADO, '67, popular family boat.....	8,500
26' CHRYSLER, '77, family cruiser.....	14,500
26' BALBOA, '71, excellent.....	11,500
26' COLUM8IA, '69, well equipped.....	11,000
27' TARTAN, '68, new atomic 4.....	19,500
29' TRINTELLA, dsl., professionally built.....	42,500
29' RANGER, '72, popular race-cruiser.....	25,000
30' RAWSON, '51, very strong cruiser.....	25,600
32' 8RISTOL, '75, dsl., full keel.....	37,500
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32' VAN DER VLIS, '72, authentic ocean cruiser.....	32,500
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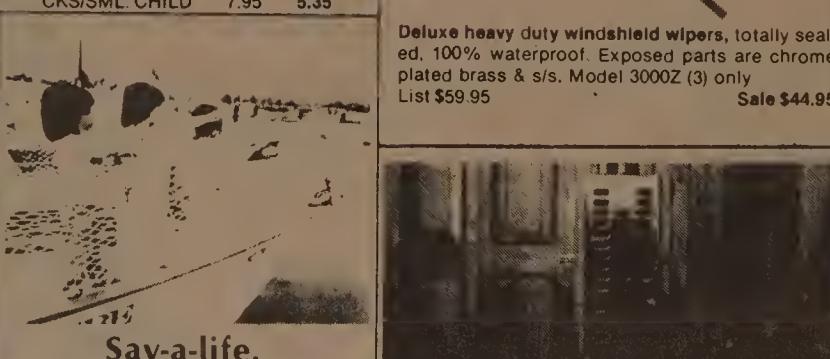
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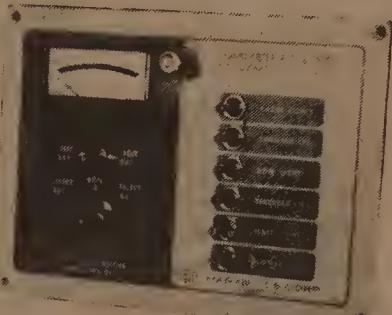
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* Positive locking * Easy to operate * No danger to crew's fingers * Sizes available for 15-41' boats

MODEL	EXTENDS	LIST	INTRO
WP20-25	10'6"-16'0"	\$145.00	\$119.95
WP25-30	11'0"-19'6"	\$205.00	\$169.95
WP30-35	14'4"-23'0"	\$265.00	\$219.95

Other standard and custom sizes available



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Aircraft quality 7 x 19 cable spliced to lowest stretch polyester yacht braid. Kits include S/S thimble and Nicopress sleeve for halyard shackle.

Part No.	Wire Diameter	Rope Size	LIST Price	BBSC Price
410-3030	1/8" x 30'	5/16" x 30'	\$52.00	\$41.95
412-4040	1/7" x 40'	3/8" x 40'	65.00	54.95
512-4050	5/32" x 40'	3/8" x 50'	77.00	64.95
614-5050	3/16" x 50'	7/16" x 50'	94.00	78.95
714-6060	7/32" x 60'	7/16" x 60'	135.00	113.95
816-7070	1/4" x 70'	1/2" x 70'	198.00	166.50



SYRA

organization because the SYRA is 'friendlier' and more responsive to their needs. For example:

1. SYRA courses are more Olympic in style, requiring more tactics than say the long run/reaches to Vallejo or Coyote Point, where the only decision to make is whether to play the shore or go for the deep water current in the middle.

2. Course areas offer more variety. There's flat water and light air off Richardson Bay, there's the Berkeley chop, the Cityfront's current, and the subtle wind shifts off Ballena Bay. Many of these areas are 'sidewaters' where tactics and strategy often count more than the current.

3. A flexible variety of course are provided in each area to meet individual fleet needs, or particular race-day wind conditions. Crash boats are on hand.

4. Smaller fleets are welcome. All of the officers and practically all fleet and yacht club delegates are active SYRA racers.

5. The 720 rule as adopted by the USYRU race rules is in effect, and has proven itself effective in reducing long protest meetings. Instead of retiring for home with a stiff upper lip, a skipper who fouls another yacht or infringes on a rule can exonerate himself by immediately sailing two circles in place. Having fun is what it's all about.

6. The SYRA holds the Deed of Gift for the Perpetual Challenge Cup — the inter yacht club match race series held each season.

Want to run through a rainbow of emotions — intense concentration, smugness, elation, relief, and the funk of defeat or perhaps the euphoria of victory — all in less than three hours? Or perhaps you'd just like to feel really alive on certain Saturdays and Sundays this summer? SYRA racing could be just 'your thing'.

Anyone wishing more information — or interested in crewing on an SYRA boat — can write Executive Secretary Edna Robinson at P.O. Box 487, San Leandro, CA, 94577. Or, call her at (415) 357-1634. Or else call Bruce Hayes, SYRA Vice-President, at (415) 956-1542.

The SYRA's first race is April 20. Hope to see you there.

— bruce hayes

Next month Latitude 38 will publish a guide to the various one-designs in SYRA. If you're a class secretary and have line drawings and the basic information on your class, we'd appreciate it if you could send us a copy. Gracias.

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CHANGES IN LATITUDES

New Zealand had a long weekend January 25-26-27-28, so we went with our friends Wayne and Adrienne Glover to their cabin at Onemana Beach. It's a pretty small bay north of Whangamata in the large Bay of Plenty. Captain Cook must have found a lot more goodies here than he did at Poverty Bay. The area is blessed with lovely beaches. At Onemana Beach, Bob enjoyed the surf with his surf board and I saw my first Oyster-picker — a black shore bird with a red beak — long red beak. We did some sight-seeing and had fairly good weather..

Everyone here has told us the February is their best month. We've had about five good days, and they say that there isn't much hope after Febrary.

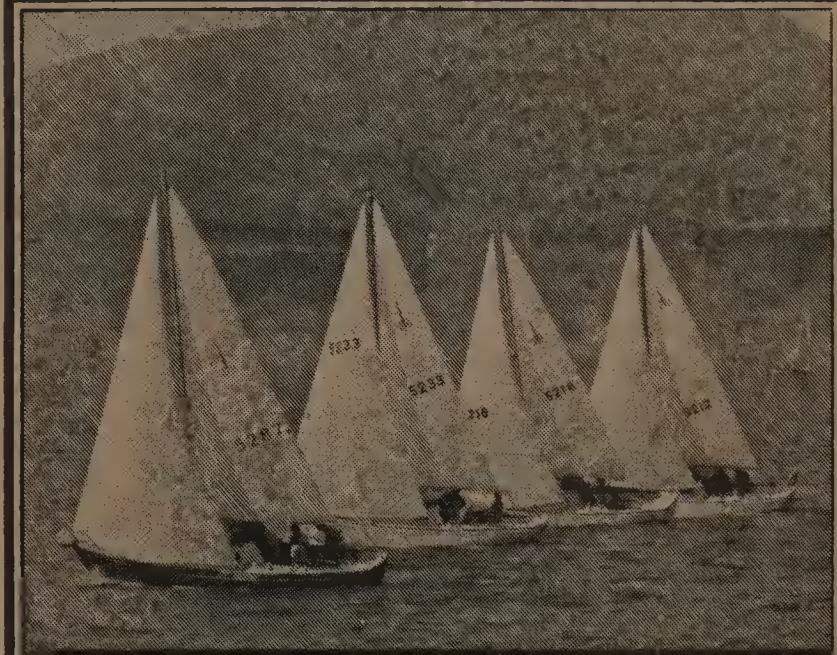
Tuesday, Feb. 5, we drove our '67 Holden stationwagon to Rotonua and engaged a motel for our fifth night ashore since April 15, 1979. Reg or Redge Gibbs 2LIAZ greeted us and showed us around the town. We had drinks at his house that night with him and his wife Bonnie. A beautiful house with a lovely yard.

The next day we visited their forest demonstration area and saw Redwood groves, Douglas Fir groves and saw a logging demonstration of European Lanch. That afternoon we went sailing with Anne & Geoff Andrews on Lake Rototis, which reminded us of Clear Lake. We anchored for a good dinner and then sailed across the lake for natural hot water baths. A very good day. We motored back to Aukland the next day past the beaches on the Bay of Plenty, Mt. Maganui, Tauranga. We plan to visit the area again.

Saturday, February 9th, we went to a hangi or whatever — I'll find the proper Maori name before I leave N.Z. It was a going away party for *Capella*, a boat sailing back to California via French Polynesia. Beef, lamb, potatoes, carrots, cabbage, corn, fish and more were put into wine boxes — placed on hot rocks, covered with wet cloths, and covered with earth. It was baked for 3 hours while much beer was consumed. It was a good meal and fed at least 40 people — Norm and Margaret McCloud dug up their back yard for the pit. They say it happens about every two years and the grass grows back. Three Maoris from 3 different tribes on their mutual rugby team put on the show. They are all great people.

The next day Bob & I, set sail from Westhaven Harbour. We stopped at a bay, Happy Jack, on a small island, but the wind changed so we moved behind Motuwi Island for a safe anchorage that night. We sailed the next morning for Tryphuna Harbour on the Great Barrier Island. Arrived in time to cook dinner — lobster — and then visit the yacht *Red Pepper*. Met "Kiwis" off two other boats besides and had a good evening. The next morning Bob & I dug cockles and steamed them for lunch with all the Kiwis we met the night before.

Bob visited a fishing boat and found out he and the skipper knew mutual people. They visited *Simoon* and gave us some scallops, which are different from California ones. The scallop is small — very rich — and good. The next move was to Whangaparara Harbour that evening, and we had the Robertsons off *Red Pepper* for dinner and ate the scallops.



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CHANGES IN LATITUDE

I forgot to mention that the live lobster we cooked the night before was done as instructed. Put the live lobster in a pot of cold water and hold the lid on while the water heats up and kills the lobster, then cook 7 minutes. It was good — I don't know which is best — hot or cold water to begin with. Hot is a lot easier — that is for sure!!

We were to continue on the morning of the 13th but discovered water on the engine. A leaky salt-water hose was found to be the culprit and after much swearing and fuming — changing oil, flushing transmission, cleaning alternator, the starter — but even the spare starter wouldn't work. SO! — We sailed back to Auckland — 50 miles in 5 hours — good wind and rain.

The starters are fine now and we only had a salt water pump and through-hull valve to replace to get to Greenhithe, Auckland and the Salthouse Brothers Boat Yard. *Simoon* passed under a 53' Bridge; at low tide we had only 4' to spare with our height being 60'. Bob had his eyes closed while I took pictures.

Odd jobs are being done by Bob & I while *Simoon* waits to be hauled out — Kiwis never hurry. It is a week late now so we might move to another boat yard. Bob — Captain Bob — doesn't have that much patience. We are due to tour South Island in our "hat holder" soon, so I know the problem will be solved in a few days.

Sounds like Vera, Max, Kay and Erik are having good times in Mexico.

Bob flew to Hobart, Tasmania January 1 and went aboard *Sorcery*. They entered two races there and won them both. Then they left Hobart two days after the official starting time for the Hobart-Auckland race and they arrived the same day as the winner. Not being an official entry, they didn't place. It was a week of bad storms and *Sorcery* had to hove-to for 24 hours. We were using Penny Whitings slip at the time and it was her brother who was one owner of *Smack Water Jack*, the boat lost with all hands in the race. I was glad to have Bob back aboard again. I listened to his ham reports every night I could and heard Erik trying to get through to him.

Our plans are to be in Hawaii next fall — I think our daughter, Karen, has decided to get married November 29 so will be flying home for the wedding, as we did for our son, three years ago.

Will be away from the boat for about a month. Back aboard sometime in April —

Love from
Bob & Gail
Yacht Simoon

Bob and Gail Jensen worked together for years building up a truck stop in north northern California. Recently they've been enjoying the fruits of their labors. Bob took up surfing, and then he and Gail went to Tahiti to buy the Columbia 50, *Simoon*. They are now in their third south Pacific jaunt in *Simoon* in the last 6 years.

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PHOTO: MIKE MONAHAN

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SIGHTINGS



boat shows north/boat shows south

The San Francisco Bay In-The-Water Boat Show is coming right up, with dates from April 11-20, at Mariner Square in Alameda. Show hours start at 11:30 on weekdays and 10:00 on weekends. Show closes at 6:00 except on Friday and Saturday night when the boats will remain open until 7:30.

What's special about this show? Well, there is the normal, spectacular array of new boats, which this year will include a Swan 57 and a Swan 441; and we'll guess they're probably the most expensive sailboats put in a northern California show to date. One of the new trends in sailboats is a revival of the motorsailor, and the show will feature motorsailors like the Morgan 33 Pilothouse, the Pearson 36 Pilothouse, the Gulf 32, the Bounty 44, the Fisher 37, the Gulfstar 47, and hull No. 1 of the Seamaster 46. The last boat is a design of Robert Perry, and he has seen fit to be on the boat on April 13, 14, and 15, and will be ready and willing to field all your questions until he no doubt drops over dead with exhaustion.

They'll be free sailboat rides on J-24's, courtesy of the Yacht House, and for those of you who think big, the Horizons Charter and Yachting Association will take you for a ride on a Tiburon 44.

Tickets for the show are \$4 for adults, \$2 for kids between 6 and 16. For those of you who can't see the show just once, return passes are just \$1. The dates again are April 11-20 at Mariner Square in Alameda.

con't on the next sightings page

farallone clipper owners

Past and present. Sue Rowley is preparing an article on Farallone Clippers, if any of you have any particularly good photos or anecdotes, she'd like to hear about them. Please call (415) 332-6706 and leave your number so that she may contact you. Thank you.

sponsors

If you own a marine business — or any business — in the bay area, you might be interested in sponsoring one of the entries in the 1980 Master Mariner's Regatta. The Master Mariner's Regatta dates back to 1867, and features classic wood sailing vessels from the bay area as well as up and down the coast.

Each boat entered — recently the fleet has been growing near 90 — is supposed to have a 'sponsor'. The sponsor presents their house flag to the skipper of the yacht they are sponsoring during the May 16 luncheon at His Lordships restaurant in Berkeley. The sponsor is then invited to send a representative along on the boat for the race, and for post-race activities. The cost is a minimal \$50, and goes a long way to keep a great San Francisco sailing tradition alive and well.

For further information about sponsoring a boat, call Mike Douglas at (415) 456-1860.

junior master mariners

A Junior Master Mariners Regatta will be held off Sausalito on April 12 to coincide with the Open Ocean Rowing Regatta. The Juniors MMR has a 2:00 start off the Sausalito sealion sculpture and is open to all traditional sailing boats with oars such as sailing dories, sailing skiffs, and sailing whitehalls. The first 100 yards of the race will be rowing only, while the rest of the race is open for either sailing or rowing.

An entry fee of \$6.00 includes two meal tickets. For further information on either the Junior Master Mariners or the Open Ocean Rowing Regatta, call Gordon Nash at (415) 332-3577.

napa river

The Coast Guard complies with yachtsmen's desires — at least some of the time. In our January issue we reported that CalTrans was proposing that the Imola Street bridge near Napa only be opened on 6 months notice.

Hearing of such a proposal previously, reader Bob Davies of Palo Alto wrote the Coast Guard and complained that such a situation would deny a "delightful and unique experience" to owners of sailboats.

J.S. Gracey, Vice-Admiral of the Coast Guard's 12th District took the complaint to heart and ordered that the bridge could now be opened on 72 hours advance notice.

Thank you Bob, thank you J.S.

ancient mariners

If you've got a 'Master Mariner's-type' boat, and plan on heading south this season, you'd probably be interested in meeting with other old beauties. An ideal opportunity would be during one of the Ancient Mariners Sailing Society sailing events.

This year's AMSS schedule reads as follows: May 10, Iron Man Singlehanded Race; June 28 & 29, Yesteryear Regatta; July 4, 5, & 6, the San Clemente Island Cruise-Race; August 30 & September 1, the Ancient Mariners Ensenada Race; and finally, the December 6th Half Pint-O-Rum Race.

For further information write John Frost, P.O. Box 6484, San Diego, CA 92106. The Ancient Mariners Sailing Society is a non-profit organization of about 100 owners of classic or vintage yachts, which meets monthly and sponsors many regattas, races and events.

nautical swap meet

On stationary from Bill Lee Yachts, we've received notice that there will be a swap meet of new and used boat parts on Sunday, April 27. The location will be the west side of the Santa Cruz Yacht Harbor, between the hours of 9:00 and 2:00. Buyers and sellers are invited to participate, and there is no charge.



boat shows north/boat shows south con't

Down south the Newport Harbor In-The-Water Boat Show will have its two week run from April 16 thru the 27th at Lido Marina Village in Newport Beach. Actually the show is broken up into a sailboat show and a powerboat show, the former running from April 16th thru the 20th, and the latter from April 23rd thru the 27th.

In addition to models from the major west coast builders, there will be boats from England, Taiwan, Sweden, Korea, Finland, Canada, Costa Rica, Japan, Hong Kong, and Honduras.

Admission for the show is \$3.50 for adults and \$2 for children under 12, and free for kids under 6. A ticket purchased for either the power or sailboat segment of the show is good for the entire run of that part of the show. Hours are 11:00 to sunset.

Whether you go to the show in Mariner Square or the one in Newport Beach — heck! go to both — whatever you do, please do yourself the courtesy of buying yourself a sailboat.

some firm words about spring

Friends, Spring has been exploding everywhere. It was sighted up in Vallejo, down in Santa Cruz, over in San Leandro, and across the bay in Redwood City — my oh my, it's been all over northern

con't on the next sightings page

SIGHTINGS

firm words about spring con't

California.

Spring is decision time, time to decide if you're going to be setting your butt on the shore again this year, or if you're going to firm up that flabby resolve and get out sailing. Sure, we know the excuses for putting off buying a boat; interest rates have been going up, you will as soon as save just a few more dollars, mother says you can't have one . . . The truth of the matter is that if you really want a boat, you'll make it happen.

And what do you get with a sailboat? Everything. You get a place to whip your body into shape, to hone your stale mind, and to cleanse your filthy soul. Friends, sailing is the magic elixir, and you're hearing the testimony of true believers. Only a year ago we were without a boat, woeful degenerates without spunk, spirit, future — we had nothin'. But this winter with a boat, why the sun has been blazing through even the pouring rain, and we're much happier, healthier, and prosperous.

Yeah, you'll say, but don't you ever get tired of it. Hell no! We discovered that doing lots of sailing makes you find time to do even more sailing. And unlike most of the other popular pleasures, sailing gets more enjoyable the more often you do it.

Sure, it's true that sailing takes some grunting and but god gave you those muscles to hoist sails and crank winches, not to burrow tunnels through briefcases and stacks of papers.

Friends, Spring is the time to rip off your suit coats, yank off your tie, and scream for all the world to hear: "I ain't going to live without a sailboat no more!" Then grab your spouse, your kids, and your checkbook and run down and buy a boat. Come three months from now you'll be so danged happy you took our advice that you'll want to hug and kiss and give us money. But you don't have to cos it's all in a day's work.

top designer lost at sea

Paul Whiting, successful yacht designer from New Zealand, is presumed to have been lost at sea early in January of this year. Whiting, his wife, and several others were bringing Paul's former boat of his own design, the 36-ft. *Smackwater Jack*, back across the Bass Straits after the Sydney-to-Hobart Race. A week of vicious storms hit the area that week, forcing powerful maxis like *Condor*, who had raced through the Fastnet storm, to hove to for up to 48 hours. Winds reportedly hit up to 80 miles an hour and many who had been in the Fastnet Race reported these conditions to be worse. Also lost without a trace of boat or crew was a 36-ft. Ron Holland design.

Whiting was of the Bruce Farr/Laura Davidson school of design, which features fractional rigs, moderate to light displacement, with wide sterns. Some of his successful designs included *Smackwater Jack* which had won the competitive New Zealand One Ton Nationals, *Newspaper Taxi*, a very successful Half Tonner, and *Magic Bus*, World Quarter Ton champ in 1976 and bay champ in 1978.

Some local folks may have seen Paul's parents, who were in the bay area for several months on a 38-ft. cruising boat, *Tequila*, which was built to their son's design.



wave traders

When we started *Latitude 38* just over 3 years ago, one of our first advertisers was Albert Schultz who owned Wave Traders chandlery, which later expanded to include a brokerage business. Albert bought our first back page for Wave Traders, and steadfastly held on to it for the next 32 issues. Albert is now gone from our back page, and gone from Wave Traders, having seemingly 'taken the money and run'.

Naturally his disappearance was disheartening news to his creditors, but also to his many friends. Albert was well-liked by almost everyone, and even many of us who lost good chunks of money don't wish him the prospect of spending time in the slammer.

Wave Traders was a unique business by the fact that Albert was unique. The building itself was crumbling and the inside somewhat slovenly, but the atmosphere was amiable. Interoffice communications often consisted of stomping on the floor of the second story or lowering messages down through the

department of energy to ban use of motorboats on weekends???

It's no secret that the supplies of oil and gas are more tenuous now than they have been in years past. Apparently if there is a drastic reduction in oil supplies the government will institute mandatory gas rationing. But suppose there is just a moderately large reduction in supplies. Freaked out by the possibility of not having a plan to deal with such a mildly awful situation, the Congress instructed the Department of Energy (DOE) to formulate proposals to cope with it. They gave them ten weeks.

The DOE came up with 9 proposals to deal with such a situation. Some had to do with lowering speed limits, others with a shorter work week, and we don't know what all. The single most controversial recommendation however was proposal 9, which would "prohibit the operation of private recreational motor boats within a state on Sundays, or during the entire weekend, as specified upon implementation of this measure by the President or governor, as the case may be."

Understandably boatowners and folks in the industry (particularly the powerboat end) thought this was the biggest crock they'd ever been dished up. So when the six-man DOE panel came to San Francisco to hear 'comments' on the proposals, they caught hell from one speaker after another. The two primary objections were that proposal 9 was discriminatory and that it was stupid. Discriminatory because it unfairly singled out yachtsmen for sacrifice, and stupid because the proposal was based on a dated Coast Guard study that was riddled with obviously preposterous information.

The DOE panel took their first harangue in silence, but muffled the thunder of future speakers by indicating they now realized some of their information was bad, and anyway as mere bureaucrats the best they could do was pass the word along.

A couple of interesting items did emerge from the panel, however. One was that they had based the amount of fuel they thought proposal 9 would save on an estimated 60% compliance. Doesn't it set you to wondering what the government is doing when they assume that 40% of the people affected will deliberately disobey a law? The chairman of the DOE panel also publically said it was likely that substantial changes might be made in the original proposal. Privately there was talk that such a change might be switching the crisis-situation ban to a heavy day use like Friday rather than very heavy day use like Saturday and/or Sunday.

The panel however did make it clear that some sort of emergency proposal would be drawn up, and it would do some leaning to those who use marine fuel.

So what's to be made of all this?

That probably depends a lot on what position you happen to be in. If you own a lumbering giant of a powerboat that burns 20 gallons an hour, well, you've probably got a hell of a lot of reason to be concerned about the long term future of your recreational time on the water. Proposal 9 may be discriminatory and stupid, and it may be modified, but it seems the writing is on the wall. Maybe you think you've got a right to all the fuel you can pay for — we're not saying

con't on the next sightings page

albert schultz

ceiling in a cigar box. For years Albert conducted almost every transaction in person, using a bulging shirt pocket in lieu of a cash register. Between sales, and sometimes instead of them, Albert would break into lengthy soliloquies about politics, religion, the economy, or anything — for he was a self-proclaimed expert on all matters.

Some gloomy people immediately assumed that the closing of Wave Traders was in response to the state of the economy, but that really wasn't the case. We often shot the bull with Albert and as early as last fall he knew it was going to be a difficult winter for him. His main problem was that he had taken on a boatyard operation in San Rafael that was immediately ruined by fire. He took a bad beating there, but told us his worst mistake was trying to get it going again. It proved to be a consistently devastating drain on his cash flow, eventually neutralizing the modest winter profits at the chandlery.



SIGHTINGS

continued from previous sightings page

you do or you don't — but the government is beginning to make their position clear. If you want to keep that right, you'd better be prepared for a long battle with the folks who brought you the IRS. If you'd rather spend your time on the water, you might spend your time at the next couple of boat shows shopping the motorsailors that are beginning to blossom on the market.

How's something like proposal 9 going to affect the sailboat owner? Well, we own a boat here on breezy San Francisco bay, and we don't expect to feel any effect at all. Like most people on the bay we can sail in and out of our berths — at least with the aid of a hardly-noticeable 20-second burst from the engine. If the time ever came to enforce something like proposal 9, we're going to be out sailing all the goddamn time. We may not be able to buzz right out into the breeze at will to show folks from Iowa the sights, but we can have a hell of a good time — perhaps even better. Recently we've been using our engine less and less — just for the hell of it — and have found playing the light winds and current on the channel coming back to our berth is rapidly becoming some of our most enjoyable sailing.

So the way we look at it, the government isn't right in considering singling out boatowners for sacrificing their recreation time. If fuel has to be conserved, it at least ought to be done with some attempt at equality. And to this end you might want to write your Congressman and voice your opinion.

But at the same time, we feel that if there develops a genuine need to conserve fuel, that yachtsmen — just like everybody else — should be willing to do their part. Our solace comes from the fact that any ban on the use of motors on certain days would mean that we'd be doing a little more sailing rather than a little less. Might even see fit to take some powerboat owners out for a ride.

silhouettes

I hope you can help a couple old salts, with a slight problem.

By way of introduction, I'm "Doc" Schmidt, the grey haired old guy with the Van Dyke and long hair. I wear my skipper cap proudly as I parade around the docks at Alameda Yacht Harbor.

I've sailed boats from El Toro's to a Gulf Star yawl. I particularly like the Cal 20 owned by George Frederick, another friend of mine well known on the bay.

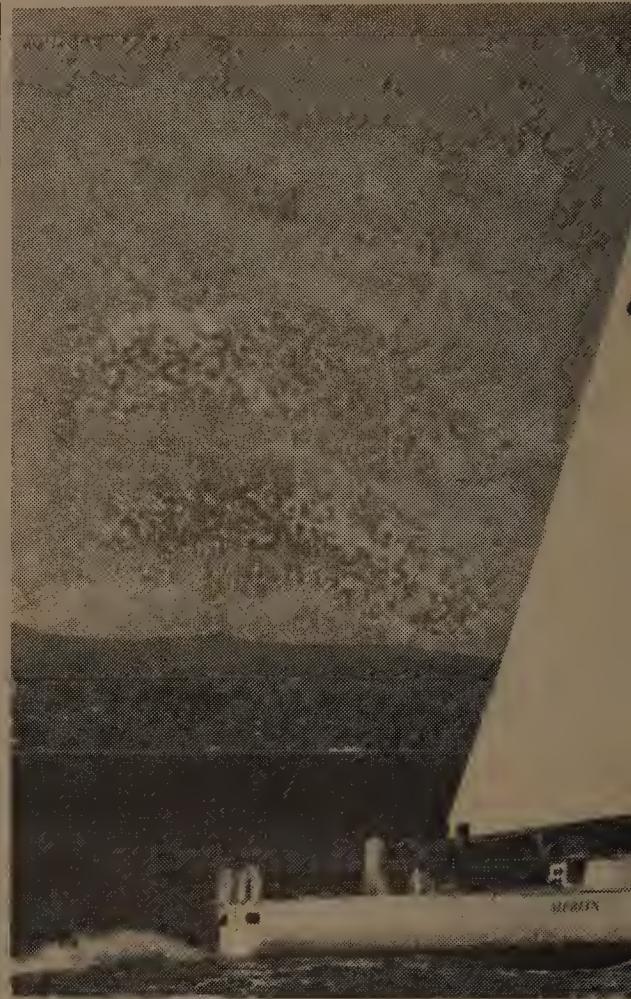
All my life I've wanted a small cruising sailboat. My partner Scotty saw an ad for a 17' Silhouette with trailer. The price was right, the boat just rebuilt and in fine shape. We bought it and have had many happy hours on the Estuary.

We put two 6' bunks below and now want to move around the bay. Hear our question?

We'd like to hear from other Silhouette owners. Are they OK for the bay? Scotty and I have both sailed the Alacrity on the bay. Both are the same setup — twin keel & 17' length — yet one is fiberglass, while we are now sailing our little "woody". Information would be greatly appreciated.

"Doc" Schmidt
1210 — 50th Ave., Oakland, CA

Doc — We're putting out the call — can anyone help?



ano nuevo

The Ano Nuevo Race is always the first of the season, and if it's any indication, it should be a pleasant sailing year. After weeks of rain the skies cleared for a warm, sunny afternoon and clear, starry sky.

The 67 boats entered were lead by Merlin (pictured above) in quest of Incredibile's record time, but light and variable winds left her far short. Merlin was first to finish, and corrected out second in IOR, sandwiched between two new Wylie 34's, the winning Leading Edge sailed by Dee Smith, and Killer Duck sailed by George Craemer.

PHRF Class A went to Randy Repass in Redline, an SC 33; followed by Randy Parker's Santa Cruz 50, Chasch

blackaller

Congratulations are in order for Tom Blackaller, who last month in Rio de Janeiro, who won the Star Worlds for the second time in his illustrious sailing career.

The victory was all the more remarkable for the obstacles he had to overcome in winning this most coveted sailing championship. For example, his decision to compete at all was done at



race

Mer; and Russ Kubiak's Cal 39, *Namu II*.

PHRF Class B went to Cal 3-30 *Cannonball* with John Buchanan; followed by Paul Hipple's Ranger 30, *Sassy*; and third was *Manuia*, Sebastian Davi's Yankee 30.

New boats debuting this season were Frank Kawalkowski's Swan 441, *Azure*; Roger Wales' Wildnerness 30, *Foreplay*; and Gene Bricker's daggerboard Santana 23, *Pring Eugene* — but all finished out of the money.

Big fleets included 7 Santana 35's, 4 Wylie 34's, 3 Peterson 34's, 5 Olson 30's, 6 Santa Cruz 27's, 3 Santa Cruz 33's, and 4 Ranger 33's.

— **dick clark**

a star

the last minute, his boat didn't arrive in Rio until the day before the series started, he had never sailed with his crew — Dave Shaw — before, and they lost their mast in the final race.

But overcoming obstacles is what winning is all about, and Tom and Dave's 1-2-2-3-5-DNF was good enough for the prestigious Gold Star.

ballena bay trans pac

The Ballena Bay YC's June 15th crewed TransPac to Kauai is shaping up just fine. With the extended entry deadline of May 1st still almost a month away, 26 boats have already paid up in full, with 7 more entries probable.

The variety of boats entered is remarkable. On the hot end they include Bill Lee's record-holding *Merlin*; Dean Stiles C&C 43, *Finesse*; Don Wilson's Islander Peterson 40, *Dealer's Choice*; and several Cal 39s. In the smaller range there are several Peterson 34s to battle it out with the Santana 35s.

This TransPac is unique in that it features a PHRF division as well as an IOR division, and most are signing up for PHRF. It's for that reason you'll see boats entered like Stuart Sall's Hans Christian 34; Stanley Mentzer's Independence 31, *Boundless*; and Gerald Knecht's Fast Passage 39, *Candence*.

If you're interested in having your boat race, contact the Ballena Bay Yacht Club in Alameda and get your money in fast. Special group insurance rates for your boat are available, as well as charter packages put together for family and friends who might want to meet you in Kauai, and all the other goodies you might need are being taken care of.

If you want to go along as crew, there have been some requests for crew on the part of some owners. Send your name and sailing resume to "Crew Pool", Ballena Bay YC, 1124 Ballena Blvd., Alameda, CA 94501.

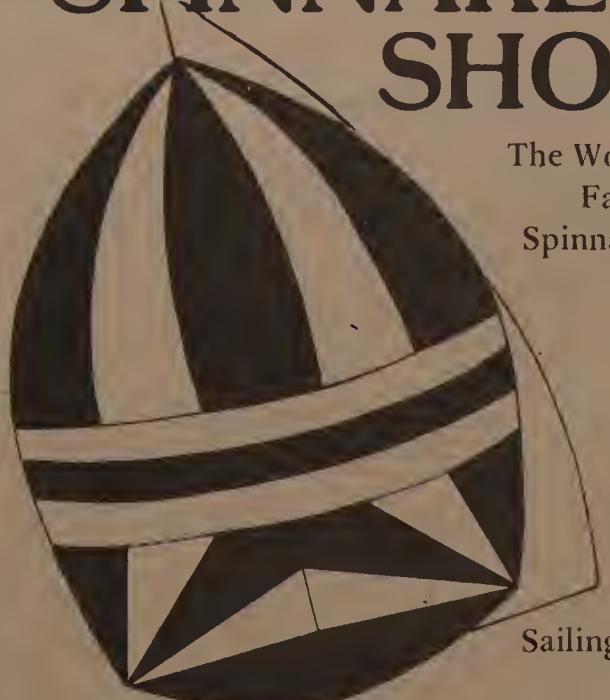
Paid-up Entries

Alan Leggett	Accent	Islander 30-II
Kenneth Weller	Alhena	Mod. Kosterbat 10.1M
Thomas Harney	Andiamo	Swan 55
Harold Nelson	Axel Heyst	Custom 50
Sam whiteside	Blue Streak	Cal 39
Stanley Mentzer	Boundless	Independence 31
Gerald Knecht	Candence	Fast Passage 39
Don Wilson	Dealer's Choice	Islander 40
Leonard King	Debutante	Cal 36
Dean Stiles	Finesse	C&C 43
Robert Hurlow	Jester	44-ft. Cutter
Al Holbert	Josephine M	Warrior 35 (modified)
Paul Ulibari	Merlin	Lee 67
Jerry Hansen	Mira	Ranger 33
Eddie Adams	Phu-Bai-Lai-Ang	Columbia 50
Bob Stange	Pro Tanto	Ranger 29
Robert Lewis	Restless	Hans Christian 42
Jerald Jensen	Sanguind	Cal 39
Robert Moeller	Schuss Bunny	Ranger 33
J.H. Grissinger	Stormy Petrel	S2
Ted Perkowski	Tyche	Ericson 41
David Jesberh	Vicarious	Cal 33
Orison Gooch	Wild Hair	Santana 35
Charles McCuskey	Wovoka	Peterson 34
Hans Christian Yachts		

Probable Entries

William Hall	Corsair	63-ft. Yawl
Chris Gasparich	Monique	42 Two-Tonner
Russ Kubiak	Namu II	Cal Corinthian 39
Mal Weaver	Raccoon Straights	Santana 35
Ben Travis	Serenity	Explorer 45
Harold Ottman	Temptress II	Halverson 40
Darryl Anderson	The Force	Peterson 34

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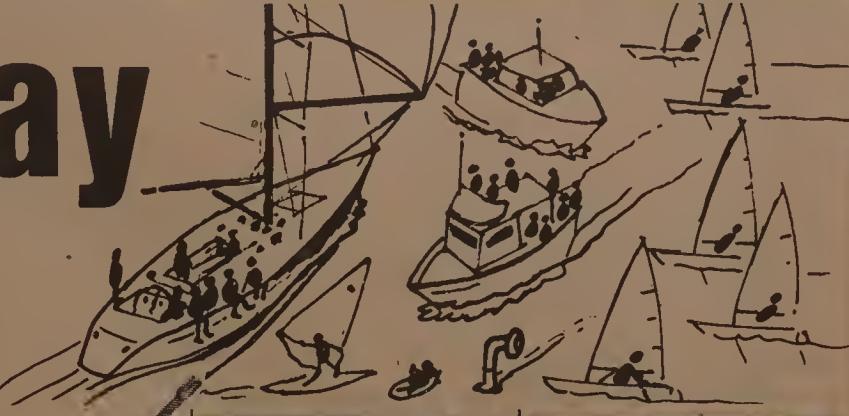
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Rigid Holding Tanks 13 Gal	\$ 56.75	\$ 45.95
Flexible Hdng Tank Packages	\$245.46	\$199.95
Canvas Buckets	\$ 7.85	\$ 5.50
3M Sanding Block	\$ 5.10	\$ 3.69
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SIGHTINGS

sro at byc

Last month in Sightings we announced the beginning of Friday nite sailing flicks at the Berkeley YC. The first film shown was "The Whitbread Around the World Race", and was greeted with overwhelming response.

Consequently program chairman, Chris Kafitz, has scheduled another film for the first Friday in May, which happens to be the 2nd, at 2000. The feature will be "The Levara in Scandanavia", which should be very appealing to those families thinking about going cruising. The film was done by John Bentley, who will be on hand to narrate, as he and his two young children sailed their Westerly 26 from the Mediterranean to Finland! It sounds like a great film, and we're sure John will be willing to field a few questions from the audience. Judging from the response of the first film, calling Chris for reservations at 524-9655, would be a great idea.

boat scantlings & the ior

Over the past 4 or 5 years there has been increasing concern that some state-of-the-art IOR ocean racers aren't strong enough. In some instances crews have become anxious that their boat wouldn't see them through dirty weather, and some designers have felt they could no longer design competitively without calling for unreasonably unsafe specifications.

The eventual result of the grumbling was that the Ocean Racing Council (ORC) of the IOR requested that its ITC (International Technical Committee) and the ABS (American Bureau of Shipping) work together to prepare some scantling studies. As the head of the ITC and one of the few current designers who is also a naval architect, Oakland designer Gary Mull has been closely involved in this investigation.

Recently Gary was in both London and New York at meetings to discuss the matter of scantlings. The meeting in New York drew between 18 and 20 mostly American builders and designers, while the meeting in London drew about 30 European counterparts.

So far what has been accomplished is the gathering of information and the studying of drawings of many top designers current work. Almost all major designers have cooperated — which means giving their latest concepts and secrets to a competitor like Mull — indicating that they are all quite interested in seeing the investigation work. Folks like Doug Peterson, Ed Dubois, German Frers, are some of the many who have cooperated; to date the notable foot-dragger has been Ron Holland. Mull's observation is that most people in the industry have been supportive of the study, except for those who are very weak in engineering backgrounds and consequently have trouble understanding what is going on.

We asked Mull when the scantling study results might be incorporated in the IOR rule, and if boats would be getting a lot heavier because of it. Gary cautioned that we were making two very common false assumptions. The first is that the results of the scantling study will ever be incorporated in the IOR rule. Mull is viewing the study as simply a scientific investigation into the complex problem of structural loadings as pertaining to sailboats. He says he will refuse to

con't on the next sightings page



what a

While in Nassau we spent a lay day spinnaker flying with the crew of Pegasus. On the way back to the Nassau Harbor club, passing through the channel that runs between it and the island of — no kidding — Paradise, we spotted this boat. It's a shame Latitude 38 isn't done in color, because this was the most colorful painted vessel we've



beauty

ever seen. One of the ladies aboard asked what it was, and for obviously reasons was told it was a Swan. Since it doesn't look like any of the S&S or Ron Holland designed Swans, we decided it must be one of the brand new German Frers-designed Swans.

Pretty nice, eh?

continued from previous sightings page

have any say in the 'political' squabble which may erupt on how the results of the study might be applied, and at any rate will not advocate that they become part of the IOR rule.

The second misconception we had was that boats would become a lot heavier — or more comfortable at sea — as a result of it. Making boats stronger, Mull points out, is more a matter of engineering them properly, and does not necessarily require them being any heavier. Even if a scantling requirement were adopted as part of the IOR rule, Mull says it would not affect the size, weight, or shape that much. He points out that all of the boats he knows of that have been built could be built at the same weight, but be sufficiently strong, if they were only engineered correctly.

So far no lives have been lost as a result of an IOR boat being poorly engineered. But some boats have been cracked and have suffered extensive structural damage. The idea is to stop this before it could possibly cause injury or the loss of life.

We'll have more on this as it develops.

While we're on the subject we should point out that we made a mistake in last month's Sightings when we reported that a Gary Mull designed boat sank attempting to break the TransAtlantic record. This was not true. A boat did sink last summer attempting to break that record, but it was a Yves Tanton design, not one of Mull's. We apologize to Gary although it was actually his fault. You see one afternoon he refused to let us leave his office until we signed up to be members of the USYRU (United States Yacht Racing Union), and it was from their newsletter that we garnered the false information. How's that for weaseling out of responsibility?

just a reminder - plus

answers to colin archer quiz

Last month we ran a little quiz about Colin Archer, asking if he was 1.) a gold prospector in California, 2.) a sheep rancher in Australia, 3.) a Scotsman, 4.) a boat designer in Norway, 5.) all of the above, or finally 6.) three of the above. Da ta da!!! the correct answer is No. 5 — all of the above. Colin was born in Scotland, and later came prospecting for gold in California where he didn't have much luck. He continued on to Australia where he became a very successful sheep rancher. After accumulating that wealth he was able to move to Norway and spend a relatively leisure time designing his famous lifeboats and double-enders.

All this Colin Archer information is generated by the occasion of the Fourth Annual Colin Archer Memorial Race to be held April 19th starting at the Encinal YC. The course will take boats out the Estuary and under the Gate to Point Bonita, back under the Gate again, through Racoon Straits, and back down the Estuary. A Colin Archer-type boat and \$10 sent to the Encinal YC (for trophies) gets you into this 'the more the merrier' race. The address is P.O. Box 2401, Alameda, CA 94501. Better hurry.

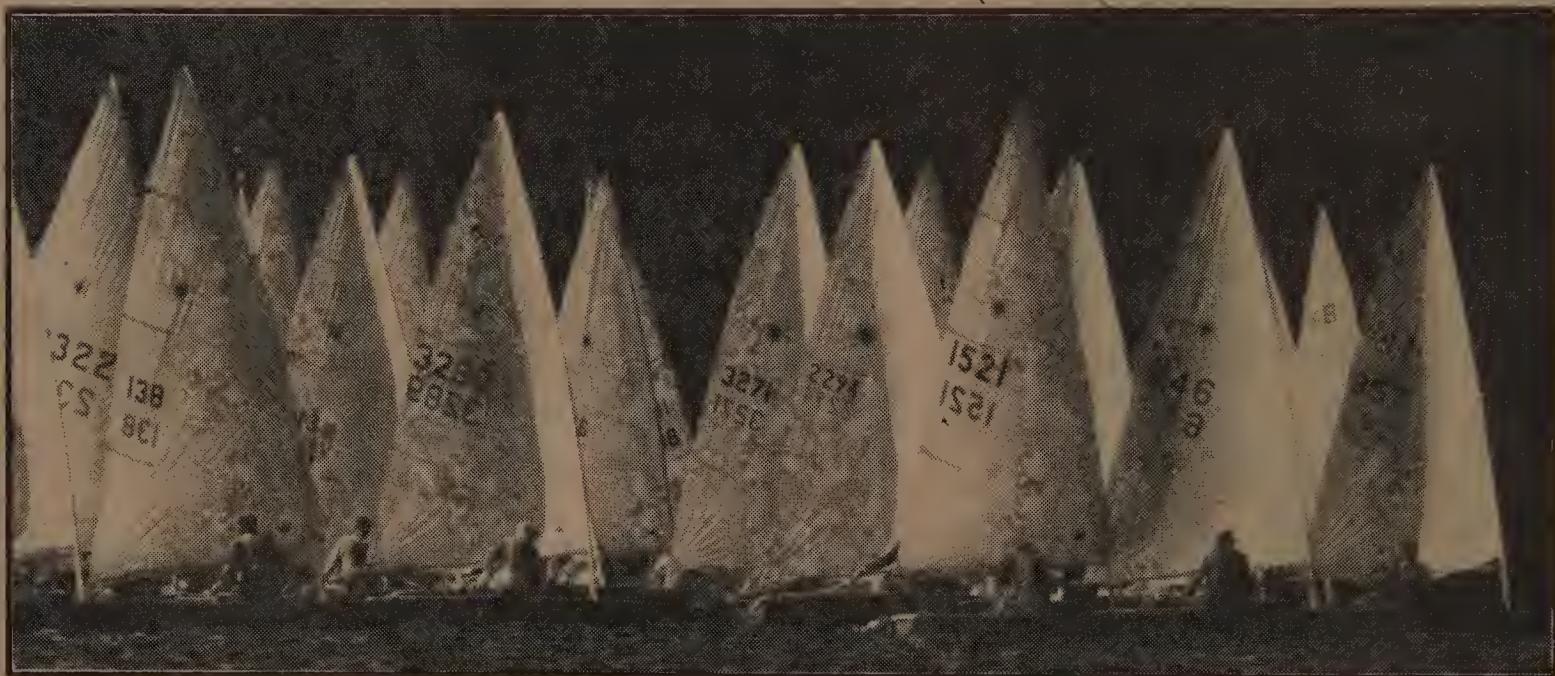
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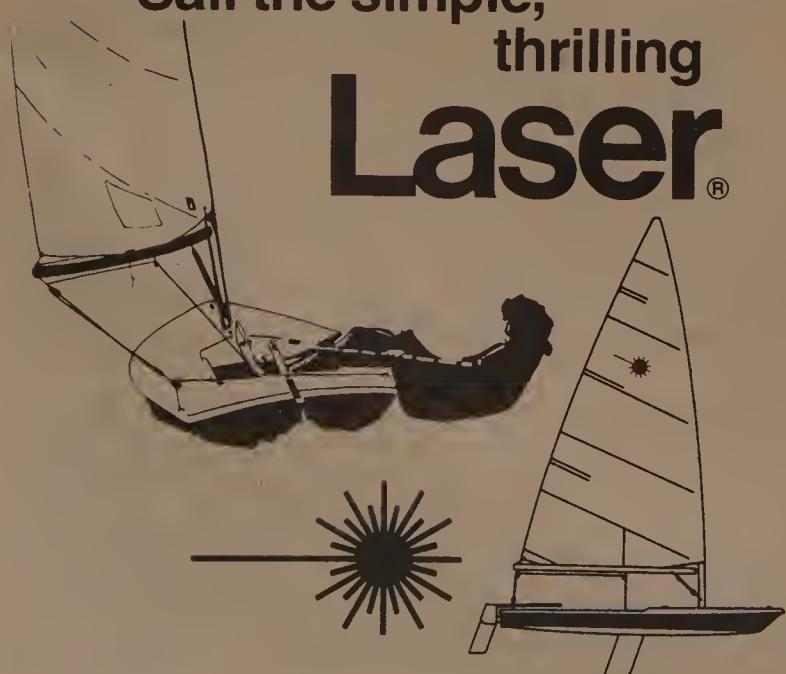
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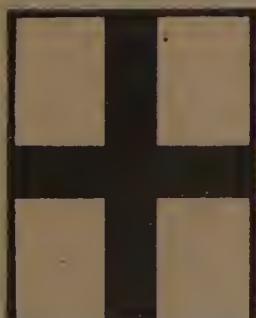
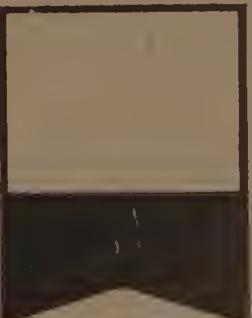
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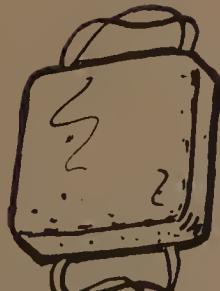
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SIGHTINGS

more on hypothermia

If you come upon someone suffering from hypothermia, it's crucial to their survival that you know how to care for them, and which 'traditional' remedies you should avoid.

An article by Oliver Hayward, M.D., in the Notices to Mariners, describes hypothermia as a life-threatening condition caused by body chill that fatigues or destroys the brain's 'heat center'. You can tell when someone is suffering from severe hypothermia when they are no longer shivering — which is the body's normal response to produce heat. By this time the muscles are getting very stiff, manual dexterity is lost, and judgement frequently goes to hell. Foolish plans and actions frequently precede unconsciousness, which normally takes place at about 86 degrees.

However, people can survive even if their body temperature drops as low as 60 degrees — provided they are heated properly. Radio the Coast Guard for medical advice at once, but if you can't get them the following tips should be taken at once.

Warm the victim's chest and abdomen. Take your clothes off, those of the victim, and huddle together under a blanket. Keep the victim's extremities outside the blanket as much as possible, because you want to warm the heart before the warmth in the extremities dilates skin blood vessels and sends still cold peripheral blood straight to the heart. Be gentle as there is a great danger of clots forming from rough handling. Mouth to mouth resuscitation will pose no problems since it is the best way to warm the chest.

Do not give any, any form of alcohol, as this traditional remedy can kill a victim. Do not give anything at all to drink until full consciousness has returned.

Do not give any medication without proper medical advice. You will very possibly see frightening irregularities in the heart, but they should be corrected by simply warming the body core as described above.

Treatment should not be stopped until the body is within one degree of normal temperature. The victim will display the same lack of judgement during recovery — similar to being intoxicated — as he did while getting hypothermia. If the victim had been drinking prior to immersion or has mistakenly been given alcohol during treatment, encourage vomiting as soon as the victim is conscious. Anyone suffering from severe hypothermia should be checked by a physician.

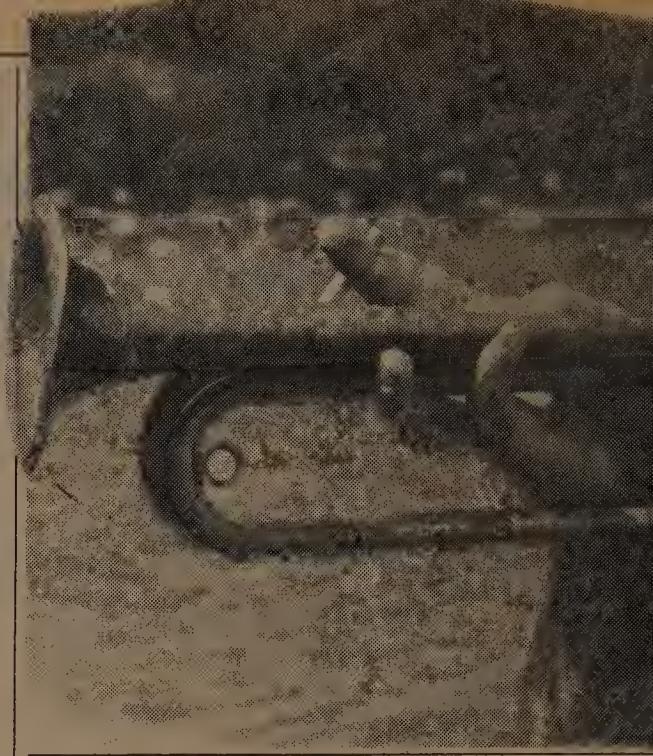
A good number of yachtsmen and fishermen are pulled out of the bay and ocean each year in California. If you folks out there can keep these tips in mind during the coming season, you're going to save lives that would have otherwise been needlessly lost.

"what do you still splurge on?"



Patti Stoner, cosmetic salesperson, Stonestown:

Good wine, good men and living on the water. I live in Marin County and I would never give up fresh flowers, good men and good wine or sailing.



trumpeting

People who manage to scale the peaks of papers and actually get into Latitude 38's editorial office invariably say, "Gawd, what a mess!" The picture above is symptomatic of the problems we have.

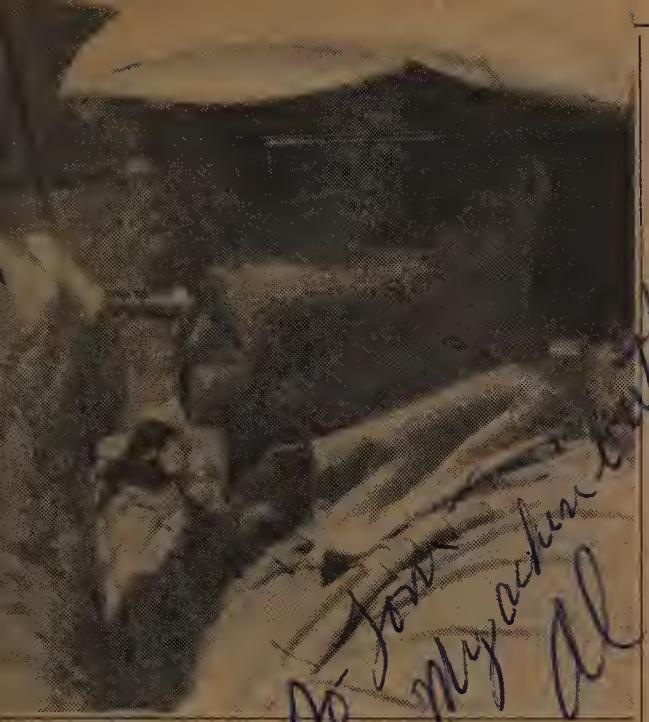
It was sent to us eleven months ago by a wonderful woman, Diane Martin of Incline Village, who wrote us the following:

"This fine photo depicts Allen Martin, Electra skipper extraordinaire, "doin' a toot" aboard his boat Sister Moon. The occasion was Opening Day (note the balloons). His efforts were rewarded with a cold beer by Diane, his 'baby sister' (affectionately known as "B.S."). She poured the beer down his back. The crew decided that it was necessary for Allen to learn how to play more than one note, or to ditch the trumpet. For your first clue, Allen, check the bottom of the bay!!!"

We assured Diane we'd print her photo "right away". Fortunately 'right away' is a relative term, and now that Opening Day is upon us again — April 27 which is also the first day of daylight savings — we can finally publish it, thereby clearing our office — albeit, infinitesimally — of some of its clutter.

The PICYA (Pacific Inter Club Yacht Association) will again be sponsoring Opening Day this year, and will be awarding the Claude Benham Trophy to the yacht club that scores the most points in the Opening Day Parade — incidentally 'scoring points', despite the

u.s. women's sailing championship



Plans for the prestigious Women's Sailing Championship — better known as the Adam's Cup — have been finalized. We're publishing the schedule of the eliminations in the hope that more local women will vie for the title. The Adam's Cup is the oldest women's championship in the United States, and except for the war years, has been held continuously since 1924.

The Cup finals site is different each year as are the boats used — it depends on what boats are available at the host yacht club. This year's finals will be held on Lake Ponchartrain, Louisiana, in Flying Scots — which means you must have a three-woman team to compete. To be eligible, two of the crew must be 19 or over, and one of the crew must be 15 or over — by the end of 1980. The skipper of the team must be the helmswoman at all times.

Reaching the finals is a four-stage process. The first is to be chosen by your yacht club to represent them at the quarter final eliminations for northern California. These will be held July 19 and 20 at the Inverness YC using Flying Scots. The top two teams at Inverness will go to the Balboa YC in Newport Beach for the Area G (or California) eliminations on August 2 and 3, and will be sailing in Santana 20s.

If you win the 4-team competition in Newport Beach, you go to the finals at the stately Southern Yacht Club, Lake Ponchartrain, Louisiana on August 23 and 27, where you will compete against 8 other teams in Flying Scots. If you win, you are the U.S. Women's Champion.

In the past the finals have been held locally twice. Once at the San Francisco YC in 1966, and last year at the Monterey Peninsula YC. So far no northern California woman has won the Adam's Cup; but, in 1968, Martha McDougle of the San Francisco YC finished second at Bay Head, New Jersey, and last year, Anne McCormack of the San Francisco YC took fourth in the finals at Monterey.

If you think this is your year to be the U.S. Woman's Champion, get together a crew of two who you can work with well as a team, and who are willing to practice hard. Then call Anne McCormack at (415) 892-7177, or Jytte Birnbaum at (415) 383-3154 for further information.

inaugural doublehanded race

around the farallones

This is just another reminder that the Bay Area Multihulls Association (BAMA) will be holding the first doublehanded Farallones race on April 26th — the day before Opening Day.

The race starts at Knox and finishes at the Golden Gate YC off the marina green. Both multi-hulls and mono-hulls are encouraged to sign-up and race under PHRF.

Deadline for entries is April 19, at which time you must have a valid PHRF certificate. A skipper's meeting will be held on Thursday, April 24, at a time and place to be announced in the race packet. Call Paul Mazza at (415) 895-8509 for complete information.

in opening day

way it sounds, has nothing to do with the number of young bimbos you catch after chasing around your deck. Those boatowners wanting to get into the decorated boat business must belong to a yacht club, and will find all the necessary information at the one they belong to.

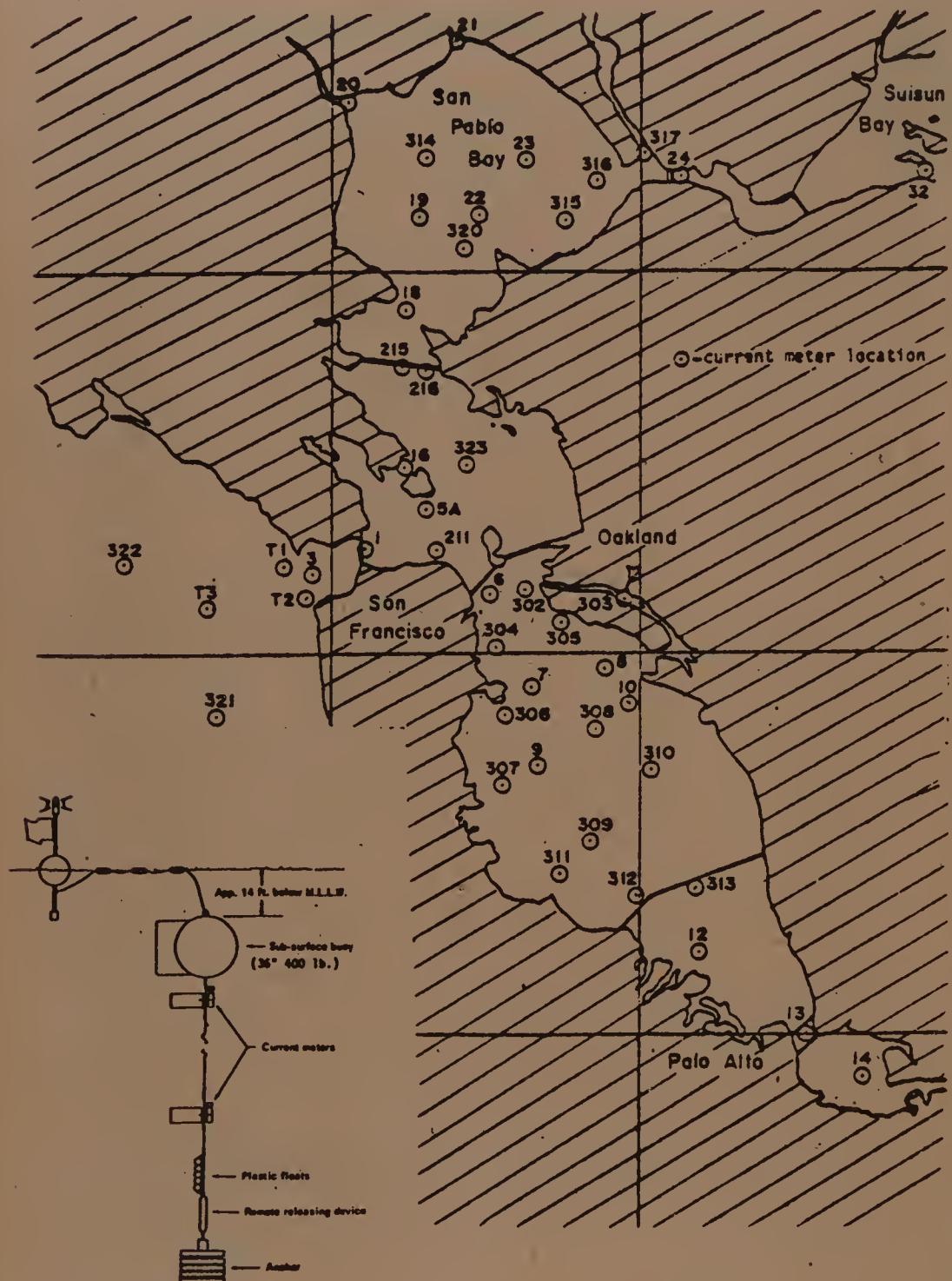
As for the ceremonies; between 9 and 12 in the morning the Corinthian YC will sponsor the blessing of the fleet, with representatives of the Catholic, Protestant, and Jewish faiths. The clergy will be stationed on the USS Carpenter, a destroyer, anchored off the Corinthian YC in Raccoon Straits. Usually there's a great old-time band playing on the destroyer, too, but the Coast Guard keeps you moving at 5 knots so you don't get to hear much.

After the blessing of the fleet the decorated boats sail across the Gate to mass near Crissey buoy prior to their 10:30 rumble down the cityfront. If your boat isn't decorated, do everyone a favor and stay the heck away from the ones that are, at least until they have dispersed past Pier 45.

Undecorated powerboats go down the cityfront at 11:00, and undecorated sailboats follow at 11:45. If you want to fly your spinnaker, you are encouraged to break ranks and head outside of the parade corridor.

After the run down the cityfront everyone sails over to Angel Island, where most get sloshed, many take off their clothes, and everyone has a wonderful time.

SIGHTINGS



stay clear of current meters

At the beginning of Spring the NOAA Ship McArthur returned to the bay area for the second phase of a two-year tide and current survey of the San Francisco bay area. Again, McArthur will be deploying a large number of 'current meters' outside the Gate, throughout the north and south bays, and up into Suisun Bay.

In the past at least one sailboat got it's rudder tangled in a current meter and eventually ended up on the rocks of Angel Island. You are advised to stay clear of the current meters, and the following description will help you identify what to stay away from:

Typical current meter array: "The surface marking buoy is a pink polyform crab pot type body with a mast and light and radar reflector. This light is a white 2 second flasher. An orange day-glo flag is displayed from the mast."



glad to

About 8 months ago we did a really stupid thing. We published a little piece suggesting that Ericson Yachts would be going out of business later that month. Nice thing to do to them and their local dealer, Northern California Yacht Sales, eh? What a bunch of idiots we were!

Therefore we're very happy to publish the above photograph, which is conclusive proof that we were wrong. It's a shot of a recent launching party for the new Ericson 38. That's the boat's designer, Bruce King, standing on deck and shaking hands — probably closing another deal — with an interested party. The launching was a big success — four boats were sold. The party was a big success — 48 bottles of champagne were put away. And Ericson seems rumbling down the road of success with a whole line of new models, while at the same time doing well with some of the old ones. The Ericson 35, for example,



be wrong

is about to hit the hull No. 500 milestone. Congratulations to you all.

Back about that same time we reported that Islander Yachts parent company, Mission Marine, was filing for bankruptcy. Some readers drew the unwarranted conclusion that it meant Islander was going down the tubes. Sure doesn't look that way. They kept right on producing the boats they always had, and charged forward producing the new Islander Peterson 40. In fact both of the local dealers, Don Wilson at Don Wilson Yacht Sales, and Dick Levine at Sailboats/Sausalito have bought one for their own personal use. Now if Dick Denay at the Yacht House would buy one of the new C&C 40's for himself, we could have the best dealer's regatta in the whole country.

As for us, we're just glad to see that a couple of good old California sailboat manufacturers are still chugging right along, doing well.

inflation fuelers

If you thought inflation was bad already, wait until you hear the bargains that the *Courageous/Independence* 12 Meter Syndicate have put together. For only a \$10,000 donation you can get a berth on the syndicate's observation boat from September 16 until you can't stand it any longer. For that amount you could also buy your own boat.

Five thousand gets you a 20" x 24" print of *Courageous* beating up on *Australia* in the last America's Cup. Not just an ordinary print, this one is signed by helmsman, Ted 'the phantom gynecologist' Turner.

If you're just plain cheap, a piddling grand will get you the invite to a cocktail party with the crews of the Defender and the Challenger. If all your liquids are tied up in gold, your \$500 pocket-change will get you a man's tie pin and a ladies' scarf. \$250 gets you a 'certificate of appreciation', and \$100 — well, we're not even going to discuss it. The thing we like best about the syndicate is their battle cry, "Let's do it again" — but that's free.

You can make your tax deductible contribution payable to the People to People Sports Committee, Inc. 98 Cutter Mill Road, Great Neck, N.Y. 11021.

Frankly we have never been able to fully appreciate the attraction of the America's Cup, where so much money is spent so that so few can sail so seldom. But judging from the number of boats and countries ready to do battle for the Cup this year, we clearly hold a minority opinion. Defenders lined up are *Courageous*, *Independence*, *Freedom*, and *Enterprise*. The Challengers include *Sverige* from Sweden, *France III* from guess where, *Australia* from guess again, and *Lionhart* from England. Preliminaries start in June, Observations in July, Final Trials in late August, and the Cup runneth over starting September 16.

Smart money is on Dennis Connor to take it all with *Freedom*. Remember you read it first in *Latitude 38*.

want sailing in the mountains?

The Sierra Yacht Club has it. We didn't get the announcement of their annual general membership meeting at Charley's Saloon in Reno until too late, but on April 25th the SYC is having a potluck dinner at the Center for Religion and Life, 1101 Virginia St., Reno. It starts at 6 p.m., and it would be a good place to find out about mountain sailing.

The Sierra Yacht Club has 15 days of sailing planned at places like Eagle Lake, Zephyr Cove, Donner Lake, and King's Beach. In addition there are Wednesday nite beer can races at King's Beach, and Hobie beer can races on Wednesday nights at Boca Reservoir.

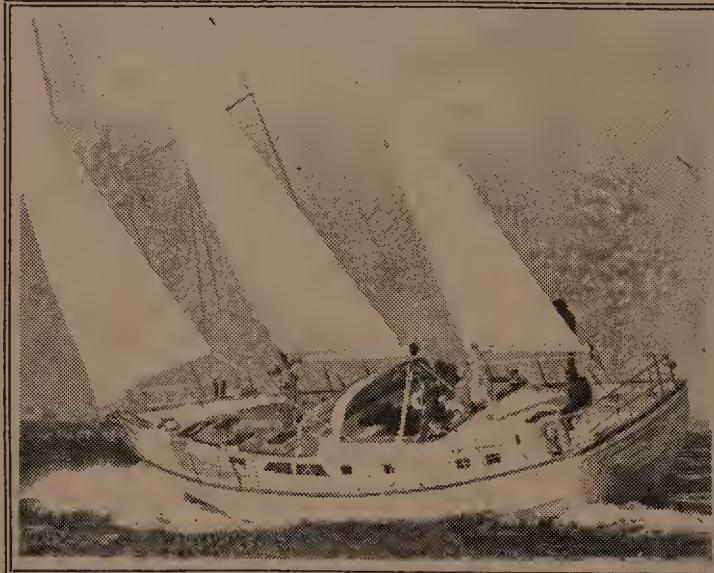
In their newsletter the Sierra Yacht Club also listed 35 'outside' sailing events in central and mountainous (ho, ho, ho) California that might be of interest to their members and all sailors.

If you'd like to join the Sierra YC, send \$10 for membership to Mark Harris, Sierra YC, P.O. Box 11413, Reno, Nevada 89510. Hurry too, because membership goes up to \$15 after the 25th of April. It sure would be nice if someone decided to do an article on one of their regattas, wouldn't it?

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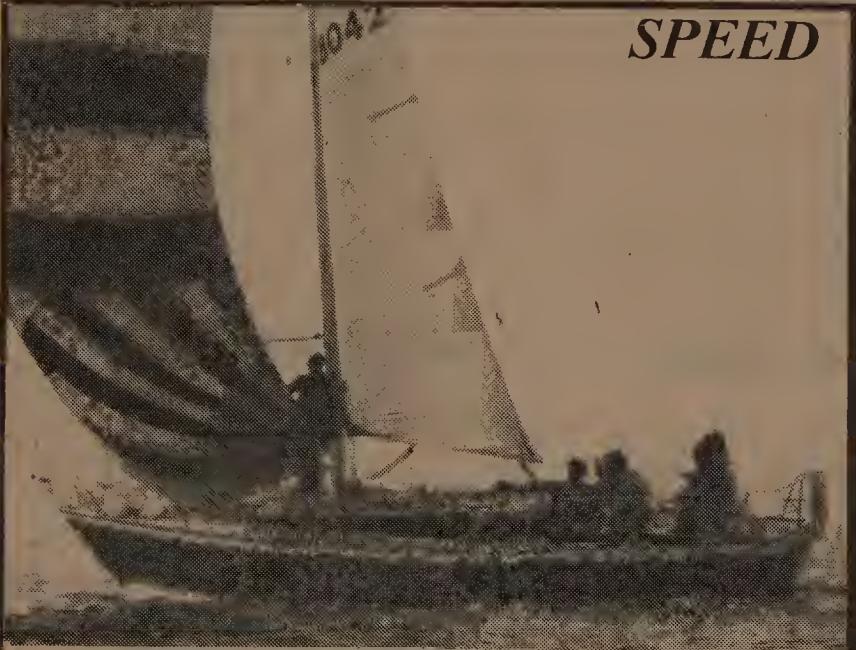
LOA	56'	Disp.....	50,000 lbs.
LWL.....	34'6"	Sail Area.....	1200 sq. ft.
Beam.....	15'7"	Wtr. Cap.....	500 gal.
Draft	5'8"	Fuel Cap.....	200 gal.

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FUN TIME TOURS

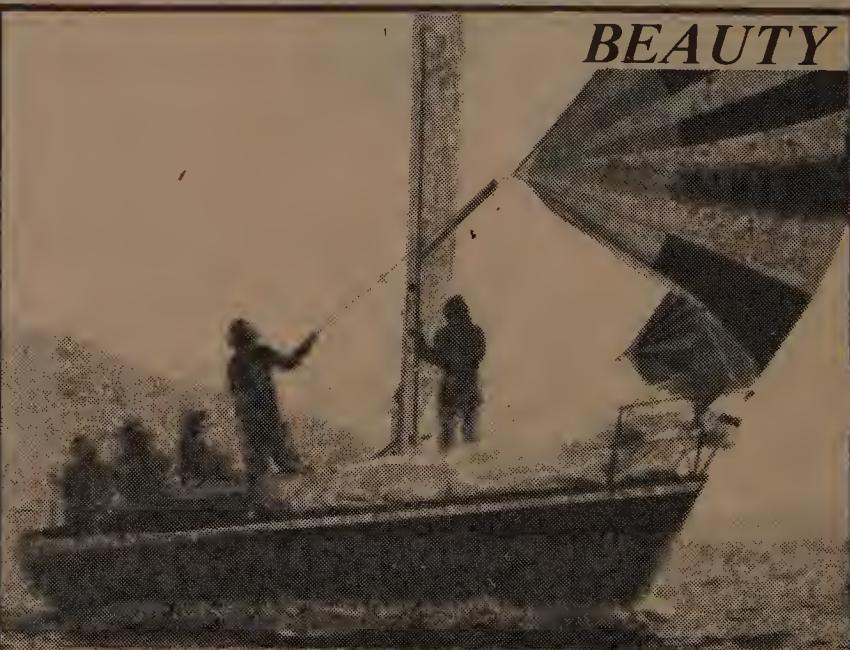
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FARALLONES CRIB SHEET

Early this year we went to the Metro Oakland YC to attend a presentation by Kame Richards on the local bay and ocean tides. It was a great show, highlighted by a fascinating collection of slides of the tides photographed from U-2 planes. The slides make the effects of the currents so vivid and understandable that we recommend you catch the presentation the next time the opportunity arises.

After seeing that show we got to thinking about entering the Singlehanded Farallones Race on April 12, and then realized we didn't know didly about how to play the currents — either going out or coming back in. We decided to get all the inside dope from Kame and keep it to ourselves, but our whimpy conscience couldn't take the guilt, so herewith we are sharing Kame's information with you.

The first thing you've got to understand is that these recommendations for this race are based on the predicted and expected conditions. By expected conditions we assume the normal northwesterlies will blow, and by predicted conditions mean that the tides will occur as listed in the tide books. Winds from odd directions and less than punctual ebbs and floods will throw everything off.

The Start

The Singlehanded Farallones Race starts off the St. Francis YC at 10:30, with the various divisions leaving at 5 minute intervals. The tide book predicts it will be slack water at 1056, working up to a 4.7 ebb at 1350. Some of you think slack water means that the water is still, but on the bay, this isn't the case. Slack water simply means that the amount of water flowing in the Gate is equal to the amount of water flowing out the Gate; often times they are flowing pretty fast at 'slack water'.

Kame reports that ebbs always start on the San Francisco shore and work toward the center of the bay. Therefore, after your starting gun, you should make for a little south of the center of the Golden Gate Bridge, by way of a course that keeps you fairly close to

You
can
go
so
close
it
scares me
to death

shore and therefore in the ebb. By the time you get to the Gate, there should be a moderately good ebb flowing, and due to recent rains, it may be stronger than predicted.

As you can see from the big diagram, working out the Gate is a matter of staying in the moderately narrow 'good alley' heading toward Bonita. Kame says you want to be in the choppiest, sloppiest looking water, because that's where the current is flowing the fastest. If you find yourself getting into smooth water and not feeling quite so seasick, you are missing the best of the ebb. As you get close to Bonita you may see some of the more experienced sailors sticking a little closer to the point than indicated on the diagram, but unless you know what special combination of conditions they are playing, stay in the indicated alley.

Where don't you want to go? There are two big no-nos. The first place is to

avoid either shore because the current doesn't run nearly as fast. And in particular stay away from the southern shore because you are likely to encounter a back eddy pulling you back toward the starting line. The second place you must avoid is being in the Bonita Channel, which is just west of Point Blunt. The current in this area always flows south no matter what the tide is doing, and it flows pretty darn strong.

But as you can see from the diagram, you do want to beat north just west of the Bonita Channel. The reason is that it's quite unlikely you'll fetch the Farallones in one tack, and since the currents out there flow south at up to 2½ knots, you're better off working north where you have some help from the ebb and a small countercurrent to the Bonita Channel's southerly flow. The distance north you want to get is about 1 to 2 miles.

Once you're at the end of the diagramed 'good alley', it's time to flop over and make your move for the Farallones. Kame suggests taking careful bearings from the nearby buoys, because if you find you are fetching the islands while still close to shore, you can crack your sheets a bit to power off and still feel confident you'll fetch. What happens is the farther out you get, the more north there is in the wind, which will lift you higher and higher. This lift is another reason you don't want to be going out the south side of the Gate, you'll get 'lift' behind by those boats higher up than you.

Rounding the Rocks

How close can you go to the Farallones? "You can go so close it scares me to death", says Kame. It's not the rocks that you have to fear, it's a big wave that might imbed you and your boat into the side of the Farallones. If you get caught in a wave here, you've bitten off more than you can chew, because there is no way onto the island from the west side. Kame doesn't particularly like the Farallones as a mark because he feels someday some daring

SINGLEHANDED FARALLONES

Legend

boundary of 'good alley' going out

all boats going out

boats returning who hit lighship by 8:30

boats returning who hit lightship after 8:30

NORTH

CURRENT
DIRECTION
HERE

DURING FLOOD

DURING EBB

● SHIPPING LANE CHANNEL MARKERS

BONITA CHANNEL

CRIB SHEET



MARIN

GOLDEN
GATE
BRIDGE

POINT BLUNT

POINT DIABLO

MILE ROCK

SEAL
ROCKS

YELLOW
BLUFF

HARDING

FORT
POINT

ANITA ROCK

FINISH
LINE

SAN FRANCISCO

If you're entering this race, be sure you and your boat are both prepared. Don't let the relatively moderate weather of the last few races lull you into complacency, or to thinking this will be easy. There is every reason to anticipate that this race will tax the skills of even the best seamen. You should be prepared — particularly those in small boats — to be out until Sunday morning, and you should be ready to swallow your pride and turn back if the weather turns too dirty.

But if you're mentally and physically ready, why not go for it? If you get lonely, here's an appropriate little song you can sing to cheer you up.

If there's one thing in my life
that's missing,
It's the time that I spend alone,
Sailing on the cool and bright
clear water

Well, I was born in the sign
of water,
And it's there that I feel my best,
The albatross and whales are my
brothers.

It's kind of a special feeling,
Out on the sea alone,
Staring at the full moon like
a lover...

Time for a cool change,
I know that it's time for a cool
change,
Now that my life is so
prearranged,
It's time for a cool, cool change.

CRIB SHEET

buckos are going to get killed cutting it a bit too close.

The Way Back In

Kame calculates that if you're lucky you might average 4½ or 5 knots to the Farallones, making it there by about 4:30 or 5. With the expected following winds you should naturally make better time coming back, and many will hopefully be at the Lightbucket by 8:30. Hopefully, because at that time it's maximum flood at the Gate, a 4.2, and if you don't hurry your little buns in, you're going to be out there for a long, long, time — just like the smaller boats.

If you hit the Lightbucket by 8:30 and the wind holds, you'll make it in with the flood. Therefore you want to shoot right down the main shipping channel, and ride the tide right through the north-central part of the Gate. If you've got a fathometer, you want to stay in the deepest water because that's where the

tide is the strongest. Once inside the Gate, you've got to be careful how you head for the finish line off the St. Francis. By this time there will be a good ebb flowing on the shore, and you don't want to get caught in that.

The Way in for Smaller Boats

If you're slow or small, this year's race looks to be a long one. If you don't make the Lightbucket by 9:30, it's time you're facing an ebb tide. An ebb tide that will not hit a maximum of 4.4 at 0200 Sunday morning with slack water, not until 0600.

If you miss the flood going back in, you'll get killed trying to sail against the ebb. Your only real choice is to stay low — or south, where the first relief from the ebb appears. If you're going to be flying a chute, Kame recommends you sail right past the Lightbucket, or even just a little above it. From there you should sail below the channel

markers, sweeping toward Seal Rock and then Mile Rock. At Mile Rock you should check the current. If you've got some flood outside the Rock, take it; if it's only flooding inside Mile Rock, stay about halfway between it and the shore. From there simply stay as close to the beach as you can without loosing the wind, sneak around the south tower, and hug the cityfront, for relief of the ebb, all the way to the finish.

If you're not going to fly a spinnaker, Kame recommends you make more of a long bending jib reach all the way in. Sweep lower around the Lightbucket, the channel markers, and between Mile Rock and the shore. Poling out a jib against what will be a strong ebb tide is just not going to cut it.

Those of you who will have to battle it out might all be of good cheer. You can come in with the 4.1 flood Sunday morning at 8:50.

— latitude 38

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APRIL 25, 26, & 27

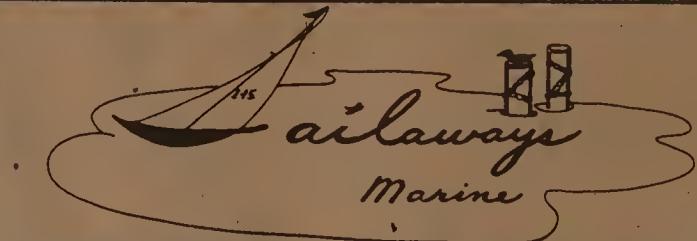
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Photo Credit: Cory Johnson

SPRING

PHOTOS BY SUE VAUGHN & CHRIS POULSEN

It was a cold, misty morning with little promise of wind. Eager J-24 tune-up regatta crews were warming themselves over bear claws and hot coffee in the fancy new quarters of the Olympic Circle Sailing Club in Alameda.

There was enough top sailing talent in the room to make everyone a little confident — and a little nervous. As they began to settle down it was evident there was a wide variety of participants. Teenagers Tom and Katie Lawson had come in from Danville. They don't have

a J-24, "but we'd sure like to." Mike Lambert who owns T's-J, Don Trask's former boat, came down from Sacramento. Auggie Hoggatt professor of Business Administration at UC Berkeley and Dave Hand of Danville were there to race an Olympic Circle Sailing Club J-24. Auggie used to sail a Cal 20, now says he is getting back into boats slowly, likes the J's and thinks the OCSC is the best way to try out a lot of them at minimal expense.

George Gombasy, head instructor at

A spinnaker run down the Estuary in light airs



the OCSC, organizer of the Tune-Up Regatta welcomed everyone. He spent the early morning hours out on the asphalt measuring sails. Gombasy is the official class measurer and was YRA champion with co-skipper Billy George last season with Gangrene.

Don Trask set the tone of the Regatta — friendly but competitive racing with the emphasis on improvement, not necessarily winning.

Bill Menninger talked about tuning a J, measurements of headstay to vang at deck level and other mysterious advice such as "When fully set up, the mast should have 2" (5 centimeters) of pre-bend measured with main halyard held at gooseneck black band with backstay unattached." Menninger knew his stuff. "Backstay turnbuckles should be tightened to just tension the backstay with adjuster completely eased."

"How tight is tight?" someone asks.

"Awfully tight!" Menninger laughs and it's apparent that tuning a rig is a little more than proper measurements.

Menninger is best when giving sailing tips: "In up to 8 knots of apparent wind,





Bobbie Sarlin and Joel Adler prepare their 24'

Mike Lambert from Sacramento



Most articles in sailing magazines are about the east coast or L.A. and don't necessarily apply to San Francisco

concentrate on boat speed instead of pointing . . . In 17 knots apparent the J-24 needs depowering before changing to the working jib . . . In light downwind, it's very important not to bury the transom; the helmsman must stay forward of the traveler and the rest of the crew aft of the mast but forward of the companionway . . . Tack the J downwind in all but surfing conditions . . ."

Kame Richards tells the group not to believe everything they read in sailing magazines about J-24's. "Most articles about J-24's are written about the east Coast or L.A. races and don't necessarily apply to San Francisco bay. The only similar sailing conditions to San Francisco bay are in Sydney, Australia," he says. Richards says bloopers and barberhaulers are not being used much on J's because they cause too much distraction on a 5-mile leg. "It takes too much mental energy wandering around if somebody has to fiddle with sail trim or barberhaulers when being passed by another boat. The important thing is to stay calm and concentrate."

Kame tells them the tri-radial is the best kind of spinnaker — it keeps its shape the best. "Keep the two clews at the same altitude — twings on the after-guy help with chute control."

Twings, barberhaulers, bloopers, mast pre-bend. It's only 11 o'clock and minds are stretched, bent, bloopered, twanged and boggled.

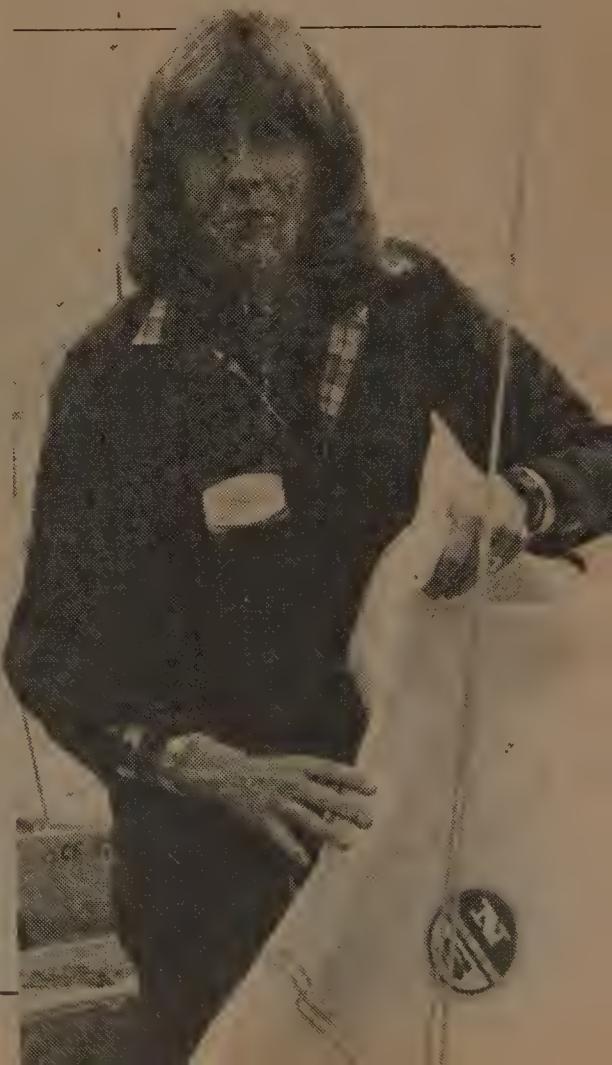
Steve Toschi puts in a plug for team racing, talks about group strategy, plans to organize team races on Sunday.

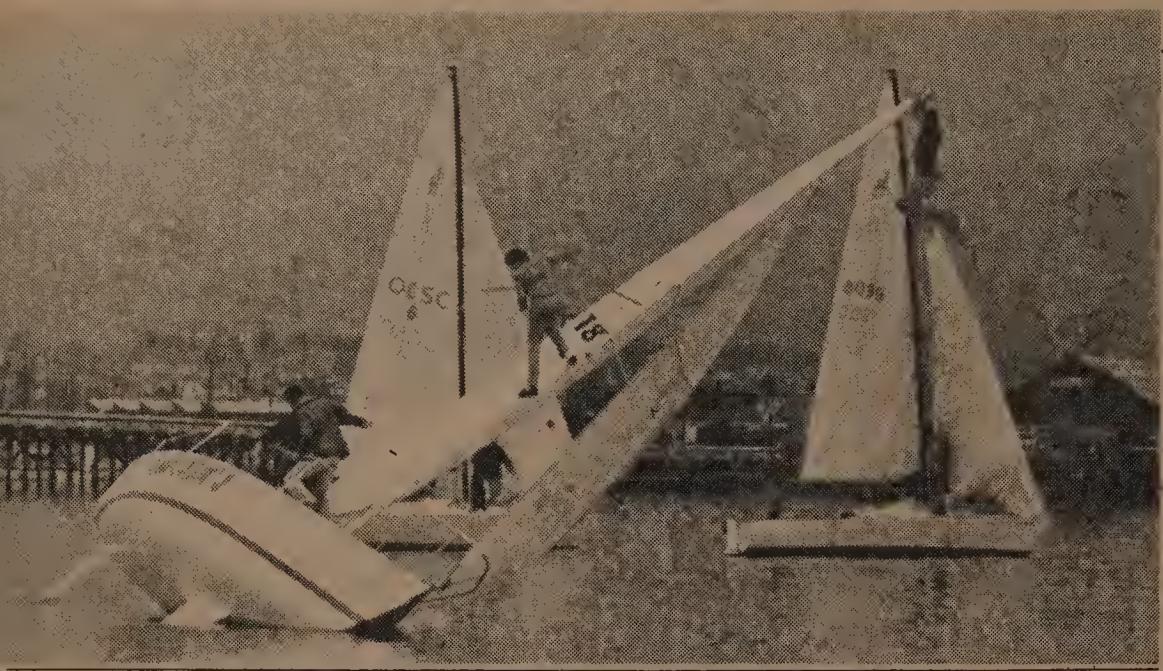
Then Jim DeWitt steps up to the podium and with his initimitable sense of humor talks about starts. ". . . you

don't want to be on the line too early, or too late, but right when the gun goes off. (laughter.) Now how do you do this? Plan ahead. And plan for a wind-shift because you can count on it."

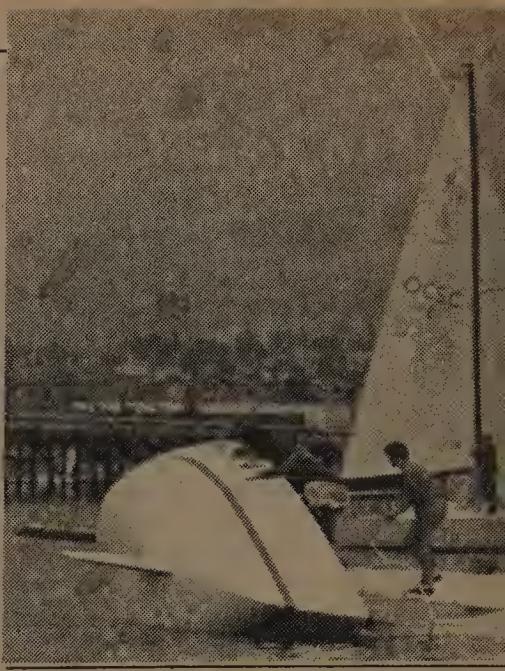
"Get a range on the line by watching the shore. Pick out a tree or something so when you come up to the line you can estimate just how far away you are at any time. And get out there early; a day — a week! ahead of time. Find the favored end of the line." DeWitt tells how to find the favored end of the line

Peggy Seltzer crews for Jim Hill on *Fiasco*





#\$%@!



... Those boats aren't made to do that ...



and then talks about Buddy Melges and his famous second row starts.

"Sailboat racing is so much fun," says DeWitt, "you get to get into all your competitor's heads."

On that challenging note it's down to the boats. There's no wind and a heavy tide in the Estuary but everyone's game.

Gombasy runs the starts and 15 J's begin to get organized. The high-powered talent coaches run about in dinghys giving advice.

The whaler sidles up to a slow J. "You're main is strapped too tight," says DeWitt. "Get your crew weight further forward," says Menninger. The crew makes the proper adjustments.

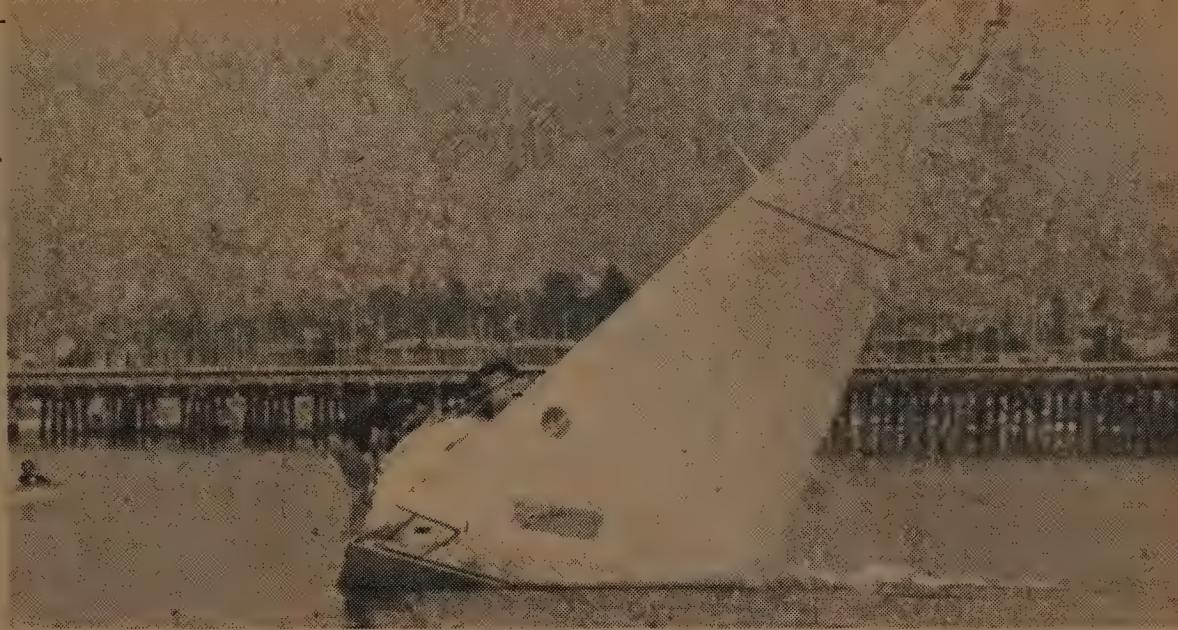
"Good start, Gangreen!" yells DeWitt. The fleet slides slowly toward the windward mark. Menninger compliments Toschi on his sails. "We're measuring your sails and they're coming out right on the nose."

DeWitt jibes, "That may be true, but his eights are upside down." We look at the '8's' on Leading Edge sails. Yep, several '8's' are upside down. Toschi's jaw drops in disbelief. "Boy, is my number cutter gonna get it."

Trask powers his dinghy around boat to boat, giving tips for going faster. The first race is about over and it looks like Toschi's wife Ann, and crew of Tom and Katie Lawson are spinnakered first across the finish. Toschi says, "Oh, oh, I'll never hear the end of this." Toschi and his bride of four weeks have just moved to Foster City where they keep matching Lasers in the front yard. Toschi says, "We race for the dishes every night — to see who has to do them. I'd hate to tell you how many



SEQUENCE BY SUE VAUGHN



... That's a Laser trick!"



times I've done them," he confides. As he says this, the whaleboat coasts quietly past Ann who overhears. "Right," she smiles impishly, "the name of his Laser is *Dishpan Hands*."

The wind dies and no one can go anywhere. Jeff Trask and crew on *Smoking J* are bored. Two of them climb the mast and *Smoking J* tips over like a Laser. Before you can barely blink a shutter they have swum around and jumped on the keel. *Smoking J* is smartly upright, none the worse for wear. Daddy Don Trask tears at his bald spot. "#\$%@*%! Those boats aren't made to do that! That's a Laser trick; not a J-24. Damnit, now people will think that's the thing to do; but those boats aren't made to play with like that."

The wind picked up a little in the afternoon and Gombasy managed to run starts and windward-leeward legs before the sun went over the horizon.

Olympic Circle hospitality included an open bar and a huge barbecue steak dinner. Crews and skippers were exchanging notes and lightening up from the tension of the day.

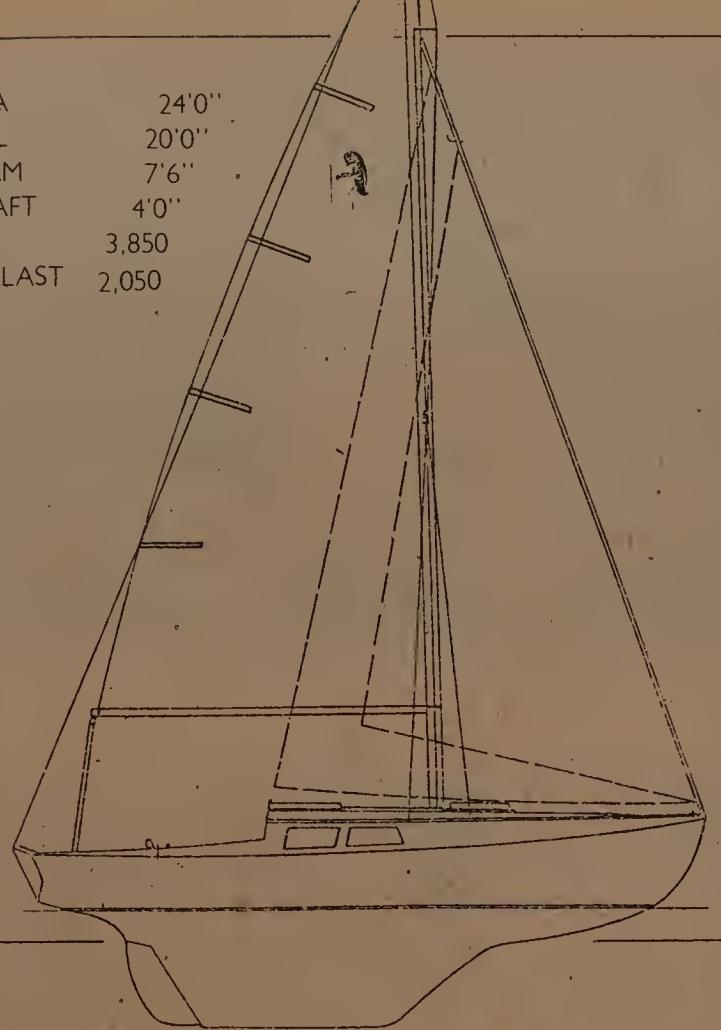
The evening closed with Warren Miller's great film, "Sailing Bloopers," which kept everyone in howls of laughter. One portion of it shows Don Trask in the O'Day Singlehanded Championships climbing up over the edge of his Laser and standing on the keel to right it. Seemed just like the afternoon. Like father, like son.

— sue vaughn

Instructor Bill Menninger (left) and Don Trask putt around giving advice. Other instructors included sailmakers Jim DeWitt, Kame Richards, and Steve Toschi.



LOA	24'0"
LWL	20'0"
BEAM	7'6"
DRAFT	4'0"
DIS.	3,850
BALLAST	2,050



The gladiator's helmet is the class insignia of the 24-foot Gladiator, one of San Francisco bay's oldest active one-designs.

The boat was designed by William Lapworth, best known as the designer of the Cal line of sailboats — indeed, the Gladiator is frequently mistaken for Cal 24's and Cal 25's. Continental Plastics of southern California started production on the boat in 1963, and marketed them down south. Edgewater Yacht Sales of Sausalito became the northern California dealer and introduced them locally at the 1964 Sports and Boat Show. Designed as a family day-sailer / cruiser, they were enthusiastically received. Over 150 were eventually built, with 32 currently kept in the bay area.

The Gladiator's 7/8's rig and good ballast-to-displacement ratio make her well-suited for bay conditions. She can beat into a chop without pounding, and can surf off the wind in a breeze. The boat has a gentle helm, can easily be sailed by one person, and has an excellent reputation as a family boat. Even when racing as a YRA one-design, for example, class rules prohibit the use of spinnakers. This is in keeping with the class's traditional emphasis on participation and fun rather than heavy competition and demoralizing protests.

One of the benefits of purchasing a popular used boat like the Gladiator is knowing that the bugs have been worked out. With this 24-footer, there were three original snags. The first was that the original southern California rigging and mast section proved too weak on the bay and had to be replaced. A second problem was the single mid-cockpit scupper found on the earliest Gladiators. It was simply left high and dry when the boat heeled over — a problem easily solved with the addition of extra scuppers.

The third problem is 'mast beam sag', one that has hit just a few of the most heavily raced boats in the class, and a prob-

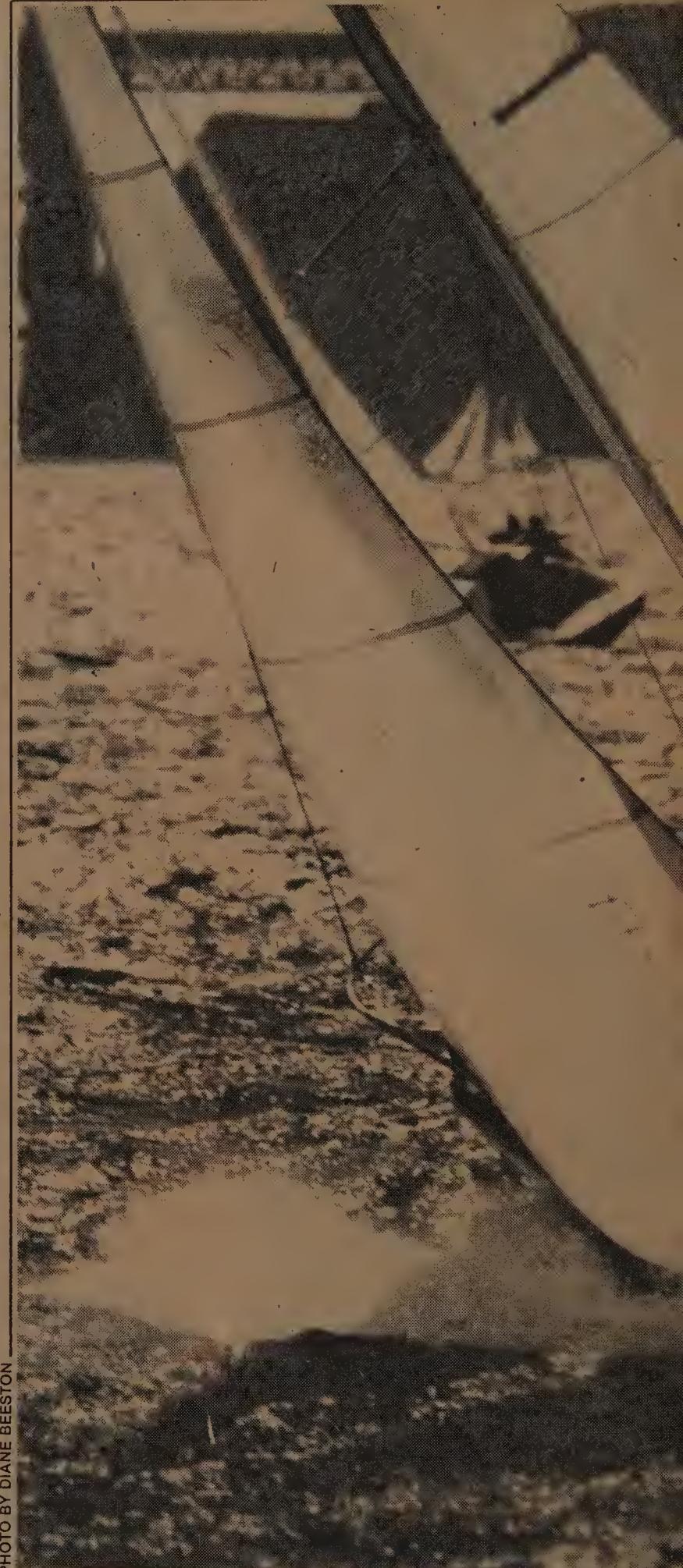


PHOTO BY DIANE BEESTON

lem common for a number of similar boats this size. The solution is affected by either reinforcing the main bulkhead or placing a 'jack' under the mast. These minor problems however have failed to dampen enthusiasm for the boat, some of which have been entered in the challenging MORA Long Distance Races.

Besides the YRA one-design racing, the 'class association

GLADIATOR



sponsors a regatta in the spring and fall of each year, where nothing more than showing up is required. This year's Spring Regatta is April 12 & 13 off Sausalito No. 2, and all Gladiators are encouraged to participate. In addition, every two years the class sponsors a three-race series in the spring for the Gladiator National Championship. The next one will be held in 1981 on the bay.

Besides racing, the class offers cruises, parties, and plain old get-togethers for its members. Past cruises have taken the fleet to McNears Beach, Half Moon Bay, and Coyote Point.

For further information on this economical bay one-design, call class vice-president, Rich Bennallack, at 827-1095 during the evening.

— rich bennallack

SAILING FLICKS

What with the recent flurry of Oscar mania in the public eye, the thought occurs there are some yachting films that have never been made. What if Hollywood's limitless energies were turned on to the yachting world, and what would the resulting films be like? With your willing suspension of belief, let's take a look at five possible Oscar nominees.

THE ELECTRIC YACHTSMAN

A story of romance and love of the past, with exciting chase scenes through wind-swept seas. An old time CCA skipper, winner of three Burmuda Races, has been reduced to traveling from boat show to boat show advertising Loran C gear and personal safety lights. Hence the "electric" yachtsman. He walks around the floor shows' and jumps in the water at others demonstrating a high powered strobe light built into a life jacket. At the Los Angeles In-the-Water Boat Show, he runs across an old wooden yawl, a rule beater in her day. But now the boat is a mere shell of her former self — chipped varnish, broken winches, etc. The skipper sails her out of the harbor and a wild chase up and down the Pacific Coast ensues. Of course, there's the lovely young nymphet reporter who swims out to intercept him. They fall in love, and under the cover of a dense fog, escape and head westward to a South Pacific paradise.

The musical score for *The Electric Yachtsman* is superb, highlighted by rollicking "Momma Don't Let Your Babies Grow Up To Be Sailors." You'll be humming that one for months.

STARTING OVER

A tight action packed drama set at a singlehanded dinghy world championship plagued by repeated general recalls. The hero is a young American skipper who overcomes repeated obstacles to triumph in the end.

The special effects in this one are superb, with close-in shots of hand to hand combat on the starting line. The sight of 200 screaming sailors attempting to ouch, pump, and rock their way to advantage at the start is not for the weak stomached. There's comic relief with the Race Committee chairman whose antics on the powerboat bridge are sure to be landmarks in cinema history. Also lots of shore action with lovely groupies and a sinister Iron Curtain contingent bent on sabatoge.

AND A SONG,

MOMMA DON'T LET YOUR BABIES

 Momma don't let your babies grow up
 to be sailors.

 Don't let 'em roll tack or do dip boom
 jibes,

 Make 'em be golfers or bowlers or
 scribes.

 Momma don't let your babies grow up
 to be sailors.

 They'll never stay home and they're
 always alone,

 Even with someone they love.

 Sailors ain't easy to love and they're
 harder to hold,

 And they'd rather give you a story than
 diamonds or gold.

 Salty red visors and old faded jumpsuits,
 And each gun begins a new race.

 And if you don't understand him(her),

WE'VE NEVER SEEN

ROLL TACK BOOGIE

THE MYLAR SYNDROME

IOR MARK IIIA NOW!

Great fun for the whole family is the hit *Roll Tack Boogie*, filmed at various dinghy hot spots around the country. There's colorful footage of nine year olds manhandling their Sabots like real pros in Long Beach Harbor, teenagers out-tacking one another in Lasers under the Golden Gate Bridge, 470 college sailors chopping up the waters on Lake Michigan, and even some amazing shots of 250 pound Star sailors in perfect, almost balletic, movement swinging their craft from side to side upwind. All this to a delightful musical score.

TOO

GROW UP TO BE SAILORS
(with apologies to Willie Nelson)

and (s)he don't drown young,
(S)He'll probably just sail away.

Momma don't let your babies grow up
to be sailors . . .

Sailors like wet crowded Ford vans and
clear ocean mornings,
No general recalls, protests or weighing
wet clothes.
And them that don't know him(her)
might think that (s)he's selfish,
And them that do just might agree.
But (s)he don't know different,
It's just that (s)he's always thinking of
ways to be free.

Momma don't let your babies grow up
to be sailors . . .

A minor classic, *The Mylar Syndrome* is a great sea epic set at the America's Cup. A timeless story of men and boats, men and men, men and women, men and booze. The story centers around the clash between two of the American teams: "Best of the West" and "The Killer Ducks". Both are vying to defend the "auld mug" and America's honor as well. The western crew, headed by Highly South, revel in the latest go fast developments. They use all kinds of garbage bags, sandwich bags, paper bags, you name it, to gain that fraction of a knot difference in speed critical for success. Meanwhile, their counterparts from the East rely on teamwork and aqua vitae to build their campaign. It's all there, the agony of wet topsiders, the sweetness of late night beach parties, and the stinging social commentary of the Ducks' modern day Clark Gable. His line: "What these stiff Newport beaches need is a good crew!" will long be remembered. Don't miss this one.

Finally there's the epic *IOR Mark IIIa Now!*, the lavishly produced and beautifully filmed saga about the horror of ocean racing wars and the decay of modern marina life. A young naval architect is assigned by the IYRU to seek out and "terminate with extreme prejudice" the mysterious Colonel Dratz who's holed up somewhere along the Oakland Estuary. Dratz, himself once a respected designer of rule beaters, is now turning out increasingly more complicated rules and regulations for ocean racing yachts. The hero sets out on his Q25 sloop with a crew of young sailing jocks. Their trials and travails: match races where the winner gets dinner and a round of drinks; wild parties with wanton sea witches; meals at dockside restaurants where they have to leave their winch handles for tips; all chronicle the state of yachting today. Finally they reach their goal, only to find their quarry surrounded by PYRA-maniacs, the new wave of professional ocean racers. No need to spoil the ending, but its almost Biblical climax will leave you impressed.

So there they are: my five humble picks for top sailing movie of the year. Just because you haven't seen them at your local theatres doesn't mean they shouldn't have been made!

— jimmy squarefoot

WOMAN AT

If you go to the San Francisco In-The-Water Boat Show at Mariner Square April 11-20, you are going to see the attractive woman pictured at right. She's Karen Thompson, and you'll find her selling tickets, directing the parking, collecting tickets at the gate and doing a lot of odd jobs. But Karen's not part-time help, she's the producer of the show.

Karen lived on a houseboat next door to Mariner Square for 10 years, in fact before it existed. As John Beery and his associates transformed the area from a disorderly wasteland to a polished development, she decided it would be a great place to work. Twice she applied for work, and twice she was turned down.

There was a time when it would have crushed her. "In my early 20's I had no confidence. I'd dropped out of college to support my husband, and I didn't know what I was doing." But she picked up some person-to-person work experience, developed a sense of security and became more aggressive.

Karen figured that if she didn't want to get turned down for a job a third time, she'd have to make a name for herself. To that end she worked a year for Survival & Safety Designs, and was selling their liferafts at the next boat show. During the show she once again inquired about employment at Mariner Square, but this time under her own terms. "I told them the job had to be interesting, and that it could only be 3 or 4 days a week." Her determination and being at the right place at the right time paid off, and she became co-producer of the next boat show.

Enthusiastic, businesslike, and admittedly "very aggressive", it's easy to see why Karen's been successful and is now the producer of the show. But it hasn't been a cakewalk, and still isn't. In her first shows there were some complaints about crowd routing and 'lost' exhibits. Undaunted, Karen continued to vigorously sell exhibit space for the future shows while experimenting with different layouts. Her efforts culminated in last fall's In-The-Water Show, which



we felt was the best we've seen — for both the dealers and the buyers. The parking was organized, the crowds were routed to all the exhibits, there was a superb display of boats, and customers could even relax by barbecuing their own burgers and doggies while overlooking the show.

Karen's got one excellent quality seldom found in folks so competitive. She listens. In fact rather than sitting in her office smoking cigars during the show, she is down working each 'post', "because I can hear what the customers

and what the dealers are saying, what their complaints are."

The biggest complaint she's heard from customers the last several years is that there haven't been enough boats for the first time boat-buyer. As a result of these comments Karen altruistically struggled this spring to convince dealers that it was important that there be boats displayed for first time buyers. 'Yes,' she would tell them, 'it takes more time and effort to educate and sell the first time buyer, and you make less money, but, they are the big boat buyers you're go-

I never thought I'd
 hear something like that
 come out of my mouth



starting to make sure their boats were cleaner, better decorated, and sales personnel more attentive. But then last Spring Dick Denay of the Yacht House decorated not only his boats, but his entire show area by erecting archways leading to his exhibit and covering the docks with carpeting. That professional yet festive atmosphere he created resulted in big sales, and by the fall show many dealers were copying it.

Karen says that makes sense, "If you treat a customer in a professional manner, you'll get response." After the show one dealer complained about his location, and said that he didn't get very much customer traffic. "I told him it wasn't his location that was bad, it was his presentation. The boat was unfinished, dirty, and his sales people were dressed in cut-offs and tank tops — it just wasn't appealing; and he finally agreed with me." According to Karen, dealers who simply put a boat in a show berth and expect it to sell are going to be sorely disappointed.

Each boat show takes about 6 months to produce, and Karen is responsible "for everything from the concept to the execution." It's pretty much a one-woman operation until 3 weeks before the show starts when additional help is brought in. The hardest part of the job is always the first two days of the show, when the last minute physical finishing touches that couldn't have been done previously, are still being completed.

As always there are complaints, but Karen learned that by expecting them they are less difficult to handle. But the work does get hectic and there is tremendous pressure on her to make a multitude of dealers and customers happy. We asked her how she spells 'relief'?

I get relief by working harder and getting lost in it.. I can't go home after the show, I work late into the night and finally begin to relax, and then go home. If I were to just walk away and go home, well, I can't, and anyway I don't sleep much during the show." Even after the show is over, it still takes her a few weeks to unwind.

What are the rewards of bearing such responsibility? Karen finds there's excitement in seeing something you've done brought to life, and great satisfaction in achievement. "Besides," she says, "I get very stimulated and high about working on something new like this."

Karen wouldn't tell us who her heroes were, except to say they were male. But she did answer us when we asked her what she'd like to do in the world.

I'd like to make money . . . (pause) . . . because I've seen how much fun you can have making it. Yes, making it and being able to spend it." Karen paused reflectively for about 20 seconds and then with a slightly dazed look said, "I never ever thought I'd hear something like that come out of my mouth!"

Karen's advice to young women who want to get into the industry: "You've got to prove that you're a little better than the next person . . . start at the bottom as a secretary or something, and just do a better job."

If you want to see the boat show produced by someone who's been busting her buns to do a 'better job', the San Francisco In-The-Water Boat Show runs from April 11-20 at Mariner Square in Alameda. And watch it, she's listening.

— latitude 38

On April 11th, Karen's ready to make that register sing.

ing to depend on for tomorrow.' Consequently this year's show features more small boats than ever, and Karen is jubilant that two dealers will be offering free sails to the curious in both large and small boats. Another innovation inspired by customer's comments is having the boats open two evenings for those who can't make 'normal' show hours.

Karen is pleased to note that boat dealers are becoming increasingly more professional, and as a result are selling more boats. In general dealers were

FRIDAY FUN

We here at *Latitude 38* are in some respects luckier than most people. In the course of our work the more fortunate of us end up sailing in one of the nicest spots in the western world. But we bet you can't guess where we dream about sailing when we're laying in our bunks at night. No, not the Caribbean, not Hawaii, not Puget Sound . . . no, we dream about sailing in the Oakland Estuary. No kidding, we really do, the Oakland Estuary during the Friday night races — although we'd even settle for any of the local Friday night races.

We're not exactly sure what makes Friday night races so great. Maybe it's because they come as such an abrupt and delightful change to having been busting your ass working all week. Or more likely because it's always such a wonderful opportunity to sail with new

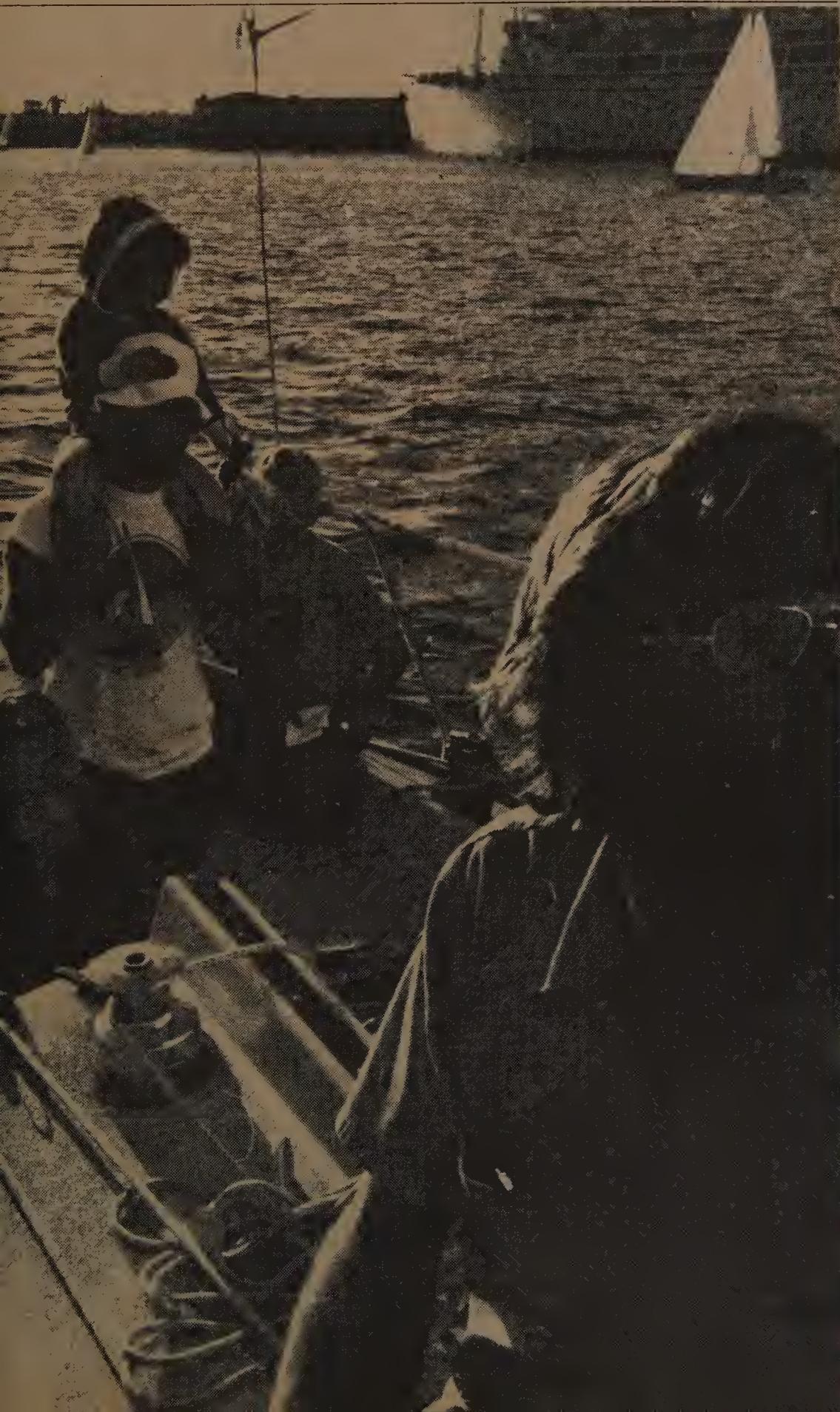


Houseboat, will float



FRIDAY FUN

Ma, Pa with baby Brooke on his shoulder, and friends sail to victory

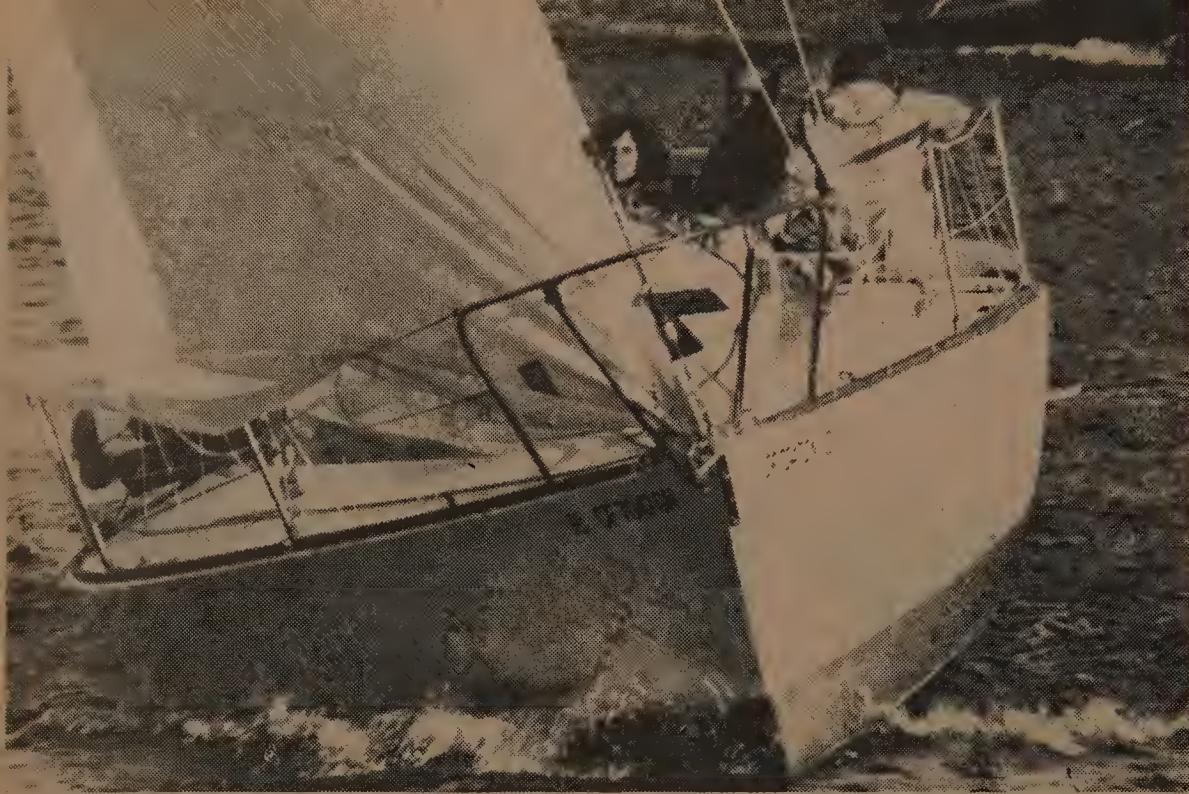


friends, and then make new acquaintances after the race. Maybe it's because the winds are generally light, and then the atmosphere's always great. If you really want to battle it out, there's always a couple of boats eager to give you a real battle, but if you're like most folks you're out there to do well, but certainly not at the expense of missing a sip of beer or dropping a spliff. Friday night races, thank god there's a whole summer of daylight-savings enriched ones coming our way.

The pictures you see here on the following pages were taken last year during a Friday night race on the Estuary. We were guests on the then brand new Wylie 34, *Leading Edge*, sailed by Dee Smith, a couple of his friends, and his wife and daughter. Having something of a professional



God Bless America



A bunch of 'pineapples' using Friday night to test sails on a new J-30

stake in having the boat do well, Dee took the race pretty seriously, but as you can see not so seriously as to prevent him from carrying his daughter on his shoulders while steering with the chute up. It was great, the women on the boat were as active as the men, and it was good enough to win, edging a

bunch of 'Pineapple People' testing some new sails for a then-new J-30, and the late-arriving TransPac winner *Brown Sugar* with its crew of two.

Since we pulled right out ahead of the fleet on the beat up the Estuary, we could see many neck-and-neck tacking duels and we made the spinnaker run back down. That's yet another beauty of the casualness of Friday night races, they always present the ideal opportunity for good-natured grudge races between buddies and/or buddettes.

We figure the Estuary has got to be the most relaxing spot in the bay area for Friday night races. The winds are always moderate, it's usually surprisingly warm, and obviously there is never much of a swell. The race we sailed that night was typical. It took us from the Encinal YC starting line on about a mile and a half beat up the Estuary. Then there was a spinnaker run back down the Estuary, past the Encinal YC, and then a short beat back to the club. It probably covered a distance of about 4 miles and took about an hour. It was certainly a pleasant way to start the weekend, and put the workweek well out of mind.

Regretably we were unable to stay for the post race drinking, bullshitting, and economical dinner waiting at the club. That's always fun, always open to all who made the race, and this year we're going to make sure we can hang around a little longer.

A frequent estuary obstacle



The Estuary Series is properly titled the Twilight Series, and is co-sponsored by the Encinal and Oakland YCs, who emphasize that no yacht club membership is necessary to race. The Twilight



FRIDAY FUN

Series is made up of two 5-race series. Spring races will be held on May 9, May 30, June 13, June 27, and July 18th; the Summer Series races are on August 1, August 15, August 29, September

12, and September 26. The first warning gun is at 6:30.

Folks, the cost of the whole affair is but \$10, and if you can show us a befter entertainment value for the whole fami-

ly, we'll eat our chute. So why not consider entering your boat in this series? It's so very gentle on the pocketbook, soothing to the soul, and salubrious to the spirit. Besides, it's not a bad way to

Beauty is in the eye of the beholder. The contrasts on the Estuary are powerful





"But next week I steer and you grind"



The Monterey and the Mariposa

spend a Friday evening with family and friends. So send your check for \$10 to the Twilight Association, P.O. Box 2401, Alameda, 94501. And do it today.

‘But wait’, some of you are saying, ‘I’d like to do it pal, but I don’t know a blooper from a barn door about the rac-

Brown Sugar chases a J-30 on a spinnaker run, while **Loose** and an Olson 30, **Passing Fancy**, beat for the weather mark.



ing rules.' Neither do we, but that's never stopped us. But relax, we've commissioned Jocelyn Nash, noted authority on both racing and fun, to give us all the few tips we need to get by. Here's what she has to say:

"Defensive Sailing" - habits to help keep a beginner out of trouble.



1. *Port Tack Boat Keep Clear.* Assuming you know which tack you're on, if you *ALWAYS* keep clear whenever you're on port tack, you'll eliminate most chances of a serious collision.

2. *Weather Boat Keep Clear.* Whenever you're to windward of





A spectator seeks relief as a Nor'West 33 crosses the finish line

another boat on the same tack
keep out of the way. You can be
sure there will be no contact.

3. Overtaking Boat Keep Clear.
Don't run up the other guy's transom. If you're sailing faster than
the boats ahead of you, alter
course well ahead of time so you
go above or below, not *through*
the boat ahead.

4. Outside Boat Keep Clear.
When rounding marks, passing
points of land, bridge piers,
anything the other boats can't afford
to hit, give room and LOTS
of it.

Jocelyn says, "If you sail this way you
probably won't win races, but you will
have a lot of fun getting around the
course with a minimum of yelling and
fist shaking. With experience the finer
points of the right-of-way rules will
become relevant and easier to absorb.
Then you can risk being more aggressive."

Thank you, Jocelyn.

But now we hear some of you

readers saying, 'yeah, I really would do it, but the Estuary is too far from where I keep my boat.' Well in that case you might want to try the Sausalito Cruising Club's Friday Evening Series, which has dates of May 9, May 23, June 13; June 27, July 18, August 1, and August 15. Like the Twilight Series, the Cruising Club always invites everyone to enter

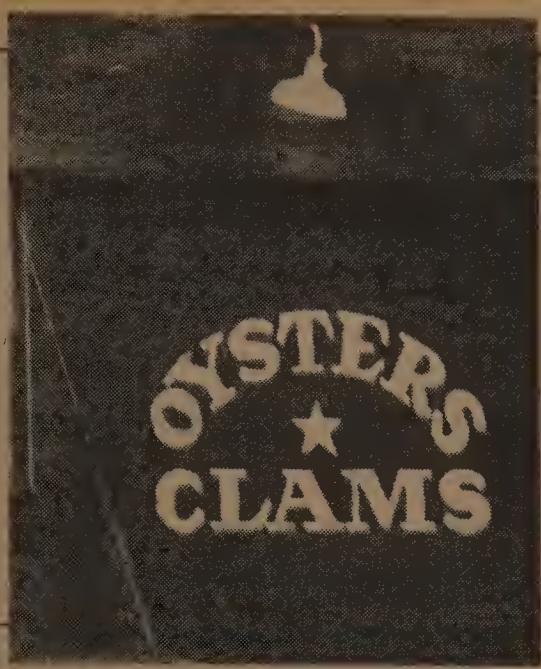


Brooke Smith



the races and share their hospitality at the club afterwards.

If your boat is over in San Francisco, the Golden Gate YC not only has Friday night races on May 2 & 23, June 6 & 27, August 1 & 22; but, they also have Wednesday night races on May 7, 14, 28, June 4, 18, 25, and August 6, 13, 20, and 27th. Wow! Generally the



Sun below the yard arm



Sausalito and Golden Gate races feature stronger winds than the Estuary, but they're almost always eased off substantially from the gusty afternoons. There's many an idyllic evening to be had out there in the main part of the bay.

There are other evening race series in the bay, but we haven't received notice of the dates yet. But look for series in Santa Cruz, the Redwood City area, up in Vallejo, over at the Corinthian YC, and the Sausalito YC.

Folks if you're not taking advantage of these truly enjoyable opportunities to have fun on your boat and meet new friends — well, you're missing something really great. At *Latitude 38* we've decided 1980 is going to be 'The Summer of Fun' — so sign up and go get ya'self some.

— latitude 38



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LANDFALL ONION SOUP

After making an ocean passage, the last thing most people want to do is fill out a lot of forms and wait around for the officials to enter the yacht and crew-members. One way to speed up the entering process is not to have any fresh produce aboard that the agriculture inspector might need to confiscate. The officials are only trying to prevent insects and disease from entering their country, but it may mean that some of your perfectly good food will be hauled away to be incinerated.

Provisioning a boat well requires careful planning. Eating a lot of canned food gets to be tiresome. Boats with refrigeration systems can provide some wonderful meals at sea, but many people don't want the hassle and expense involved with refrigeration systems. Eating fresh foods that keep well at room temperature is the most practical solution for good food at sea.

Fresh produce such as cabbage, onions, potatoes, squash, carrots, eggplant, cauliflower, breadfruit, taro, ap-

Eating fresh food that keeps well is the most practical solution for good food at sea

ples, oranges, and grapefruit will keep very well. Crops such as bananas, papayas, mangoes, avocados, and tomatoes can be picked green and allowed to ripen along the way. By supplementing the above with stores of rice, wheat, beans, lentils, split peas, flour, peanut butter, dried fruit, nuts, eggs, and cheese, it is possible to make a three week passage without eating any canned food. Growing sprouts and catching an occasional fish are added treats.

Keeping fresh food at sea involves carefully picking over the food regularly to remove and use anything that is starting to spoil. Often, the menu must be dictated by what needs to be used up, rather than what the crew feels like eating. The canned food can be saved for emergencies or extra long passages.

Good timing is needed to use up the fresh food before reaching port to avoid the risk of having it confiscated. Onions last so well that they are the most likely fresh item to still be aboard at the time of landfall. When land is near, the following recipe is a good way to use from 4 to 15 onions at one time. The proportions

PHOTOGRAPH BY MARGE VIOLETTE



Rich McCreedy demonstrates dive mask technique for chopping onions.

may be varied quite a bit to suit individual preferences, and the appetite of the crew, is the only limit on the number of onions used.

One inherent problem in chopping up a lot of onions, is the production of eye watering fumes. A proven technique to avoid tears is to wear a diving mask and snorkel. To prevent fogging of the mask, prepare it as for snorkelling.

— rich mccreedy

McCreedy's Landfall Onion Soup

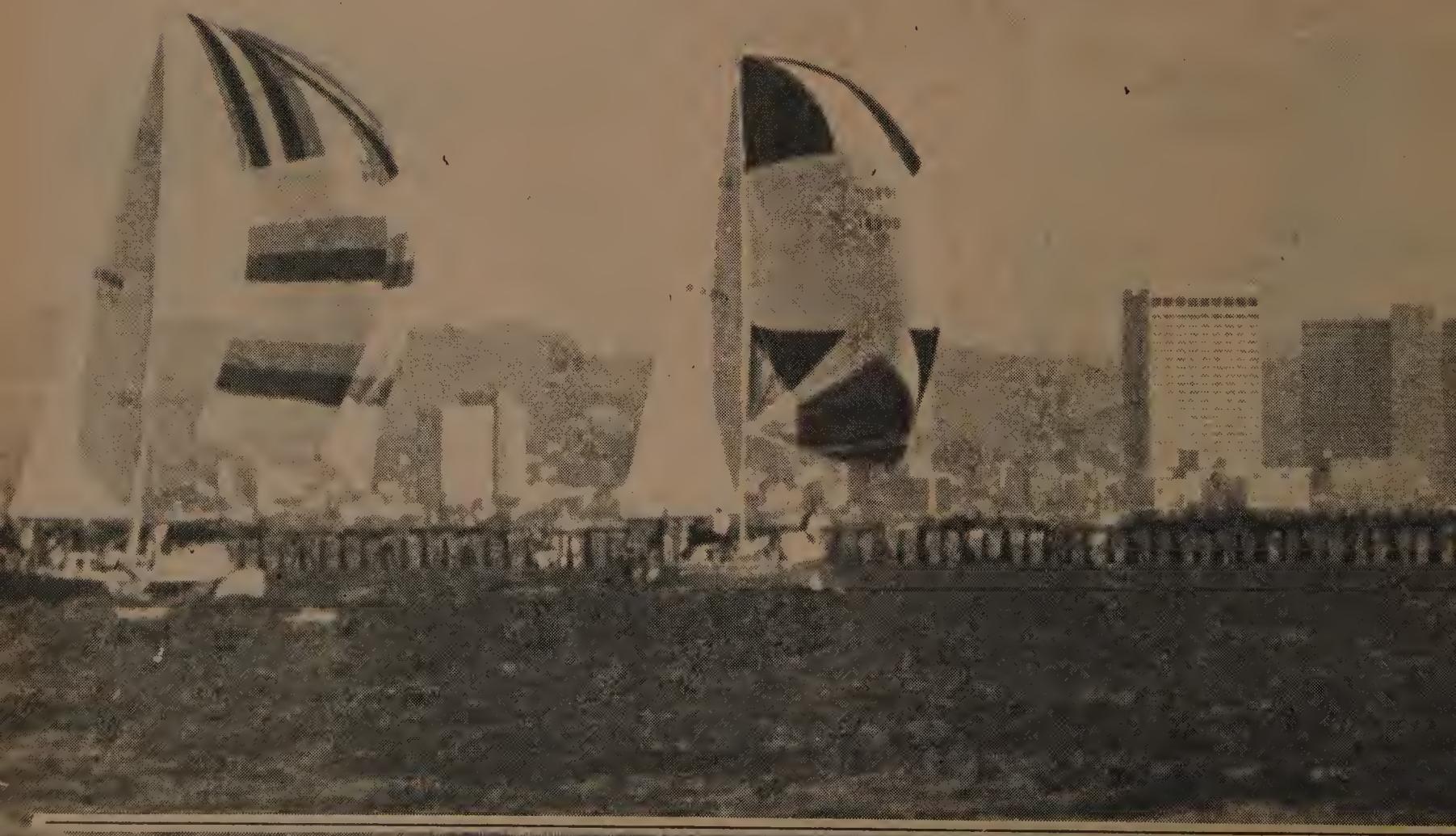
1. Dark brown at least 4 chopped onions in butter.
2. Heat 32 ounces of beef broth in large pot.
3. Add 1 teaspoon Worcestershire sauce to broth, along with bay leaf, brandy or sherry (jigger) or whatever is aboard ship.
4. Add browned onions and butter to broth.
5. Serve with toasted slice of bread as a crouton.
6. Sprinkle grated cheese over top of serving.

PHOTOGRAPH BY RICH MCCREEDY





Tom Blackaller sails Stan Reisch's and Bruce Munro's Peterson Two-Tonner to a match racing win (main picture); **Leading Lady** leads Serendipity 43 **Wings** (below right); Serendipity 43 **Sioc** leads Swan 44, **Race Passage**.



The 1980 Spring Meeting of the IORDA was held at Richmond Yacht Club on March 13, 1980. It was one of the most meaningful meetings held in recent years with several progressive programs being adopted;

1. Additional Old Age Allowance. It was voted that we adopt the 1980 SORC additional old age allowance, with a limit of 10%, to be added to the Mark III A Ratings. Basically, the 1980 SORC Allowance gives a rating reduction of .4% per year starting in 1978 to the rating of the yacht. The effect of this modification is that it makes older boats much more competitive than they have been in the past. For example, Les Harlander's *Mirage*, a 1972 boat which rates 31.8 under Mark III, rates 30.0 under Mark III A and 29.2 under the new allowance; a Ranger 37 originally rated 27.5, now rates 25.4 and receives 4 seconds a mile from a Peterson 34 and 20 seconds a mile from a Santana 35. In the past the new boats have enjoyed the edge; with the age allowance, many feel the advantage now belongs to the older boats.

2. The members also voted to allow for a program where fiberglass stock boats could be assigned ratings for \$30.00. This program dramatically reduces the cost and energy required to race IOR.

These two changes were implemented to attract the average guy with an older, stock, racer/cruiser into the IOR fleet. We can't make it any easier, or cheaper. Additionally, a well sailed older boat is going to do very well.

Further modification of our program included the adoption of the I Flag alternate penalty system. Chick Leson is arranging for purchase of these flags and they will be distributed free to all IOR entrants.

The 1980 entries are about the same numerically as the 1979 entries. There is a substantial increase in the large yachts with a decrease in the smaller yachts. It is hoped that the recently adopted changes will increase participation.

There are three separate IOR programs for 1980;

The Danforth Series — a four-race spring ocean series, 2 in April, 2 in May, with races ranging from 25 to 199 miles. The first race is April 5; entries close March 31, 1980.

The Bay Series — a series of eight races between May and September, with July off, with one throw out race.

Gulf of Farallones Series — a four race series held in August, September, and October. Two of these races are raft up overnight races which is a lot of fun.

You can race any one race, one series or all of the above. Further information is available from the undersigned at 254-4200 days.

Match Races. The San Francisco YC hosted a series of match races on the 15 and 16 of March. This event was lauded by many of the participants as some of the most fun they

have ever had with their boats. *Leading Lady*, driven alternately by Bruce Munro and Tom Blackaller was unbeatable in A Division; *Summertime Dream* driven by her designer, owner, part builder, Carl Shumacher was equally devastating in B Division. The boats returned to the host club both Saturday and Sunday after the races which gave the participants an opportunity to get a lot of "we actually would have won but". The "buts" tended to get more convincing with each succeeding ring of the bar register and everyone was a winner fun wise, when it was all over.

The race to the club was started on a correct time staggered start basis, using the new SORC ratings. The finish was particularly exciting — Hank Easom and Yucca the oldest boat on the course. It was really a photo finish with four boats converging at the finish line and crossing with a minute — *Wings* third, *Monique* fourth and the rest of the fleet right behind.

Parcourse Perpetual — This event was so much fun that we are going to hold it on an annual basis in the future. Peter Stocker, who has joined me as the co-owner of *Wings* is also the President and founder of Parcourse, the physical fitness program. Peter was impressed enough with the physical nature of Match Racing that he is donating a Parcourse Perpetual Trophy for the event, hence it is now the Parcourse Perpetual. Look for it next March.

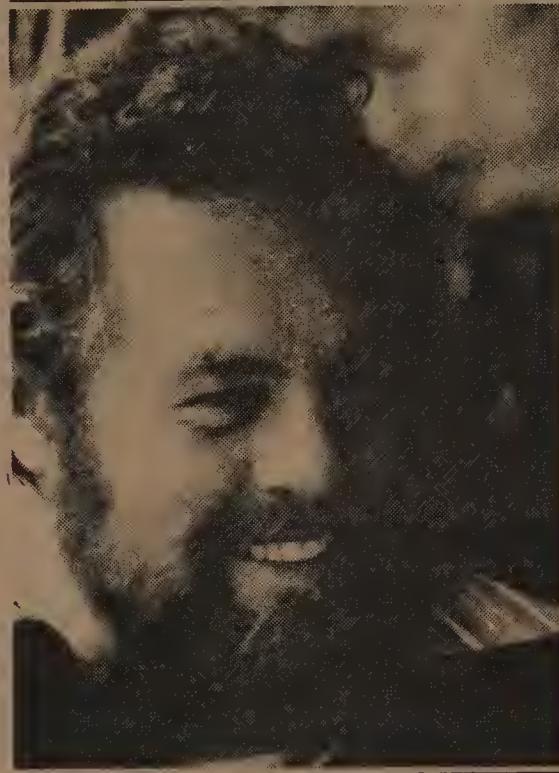
— roger hall



PARDEY



LIN PARDEY



LARRY PARDEY

Lin and Larry Pardey went sailing one day in 1969. Eleven years and 42,000 miles later, they decided it was time to come home.

If you're into cruising at all, you are probably familiar with the Pardey's and their home-constructed 24-ft. cutter, *Seraffyn*. Their adventures have been chronicled in most of the major cruising magazines and they've also written three books on the subject.

Lin and Larry were in the bay area recently, giving a slide show of their voyage to audiences at Sausalito, San Francisco, and Encinal Yacht Clubs.

It's easy to understand why the Pardeys have made so many friends around the world and why they are warmly welcomed into the homes of strangers; both are open, friendly, and sociable.

I was surprised by Lin's diminutive size, especially having read how she so ably singlehands the boat. She's a mere 4'10", 100 pounds. "Someone once said we were both dwarfs," she said. "We're both not, Larry is 5'10".

"Have you made any equipment adjustments to enable you to singlehand the boat more easily?" I asked.

"Larry has rigged an easier way of handling the 16-ft. spinnaker pole. We extended the spinnaker pole track high enough up the mast so that if the inboard end is topped up completely, the pole can swing across the deck to the opposite side. There's an endless line running through a block at the top of the track and down through a block at the bottom of the mast so after you put the sheet in, you just pull on this endless line." (To straighten the pole again).

Was it your idea?

"No, this cruising fellow that we met in England had it on his boat and he put it on 'cause someone else in Sweden had shown him and the guy in Sweden got it from someone in Norway . . . you know how it is . . . it's a thing around the cruising fleet and what's nice about it is you don't ever have to hold the weight of the spinnaker pole . . . to jibe, you just pull it in, unsnap the sheet, swing it across the deck, snap in the

other sheet and pull. It's really almost foolproof."

What other adjustments have you made for singlehanding?

"For our new boat, we're having larger, bottom action winches designed. Larry started a little campaign about two years ago, getting people to write into the sailing magazines to convince winch designers that we needed some new cruising winches, bottom action with a handle that stays in all the time. We have bottom action winches on *Seraffyn* but they're 60 year old models and they're just barely adequate."

Are bottom action winches an outmoded thing that you are trying to revive?

"In a way. They're outmoded because the racing sailors needed the pure speed of winching and every company we talked to said 'nobody has asked for these before.' They said 'if you prove that people want them, we'll do something about it.' So Larry wrote some articles for an English magazine and an Australian one, and *Cruising*

World and we got so many letters that three winch companies are now working on the problem. It was kind of an exciting thing and one of the winch companies, Barlow, keeps coming down with these different things and asking 'Is this what you want?' They're creating a two speed, bottom action winch that will handle 600 sq. ft. of headsail, for instance, and gives 40 to 1 power."

Any reason you aren't considering self-tailers? Wouldn't it be simpler for singlehanding?

"Self-tailers are great except the winch handle still gets dropped on people's feet and lost and it's a matter of a two-man tack every time 'cause one person has to pull in the sheet and put it around the winch and another person has to jam the handle in. I've used the self-tailing winches and I like them a lot but we're not going to change to something that's going to cost us almost \$2,000 when ours do work."

"There are other things that we've added . . . We have shoulder high lifelines all the way around the boat, beside the normal lifelines. We should probably point that out more often."

Yes, I was concerned that you obviously don't wear lifejackets or harnesses.

"I won't use anything that has the word LIFE on it. There's only one way to protect your life and that's to be damn careful . . . one hand for the boat and one hand for yourself. We used to have a little sign that we said was our lifesaving equipment. We'd put it up each time we went offshore and it said, 'If you fall overboard, you're dead!'"

You don't feel that having a lifejacket on could help?

"Do you wear yours to bed?" she asked, implying that you don't always have it on when you need it.

In their book, "Seraffyn's European Adventure," Larry described a broach they experienced, he on the helm and Lin below, asleep. "I was standing on the afterdeck, behind the boom gallows, holding on, watching that keen little steering vane do its work. There was just a low-flying spray hitting my

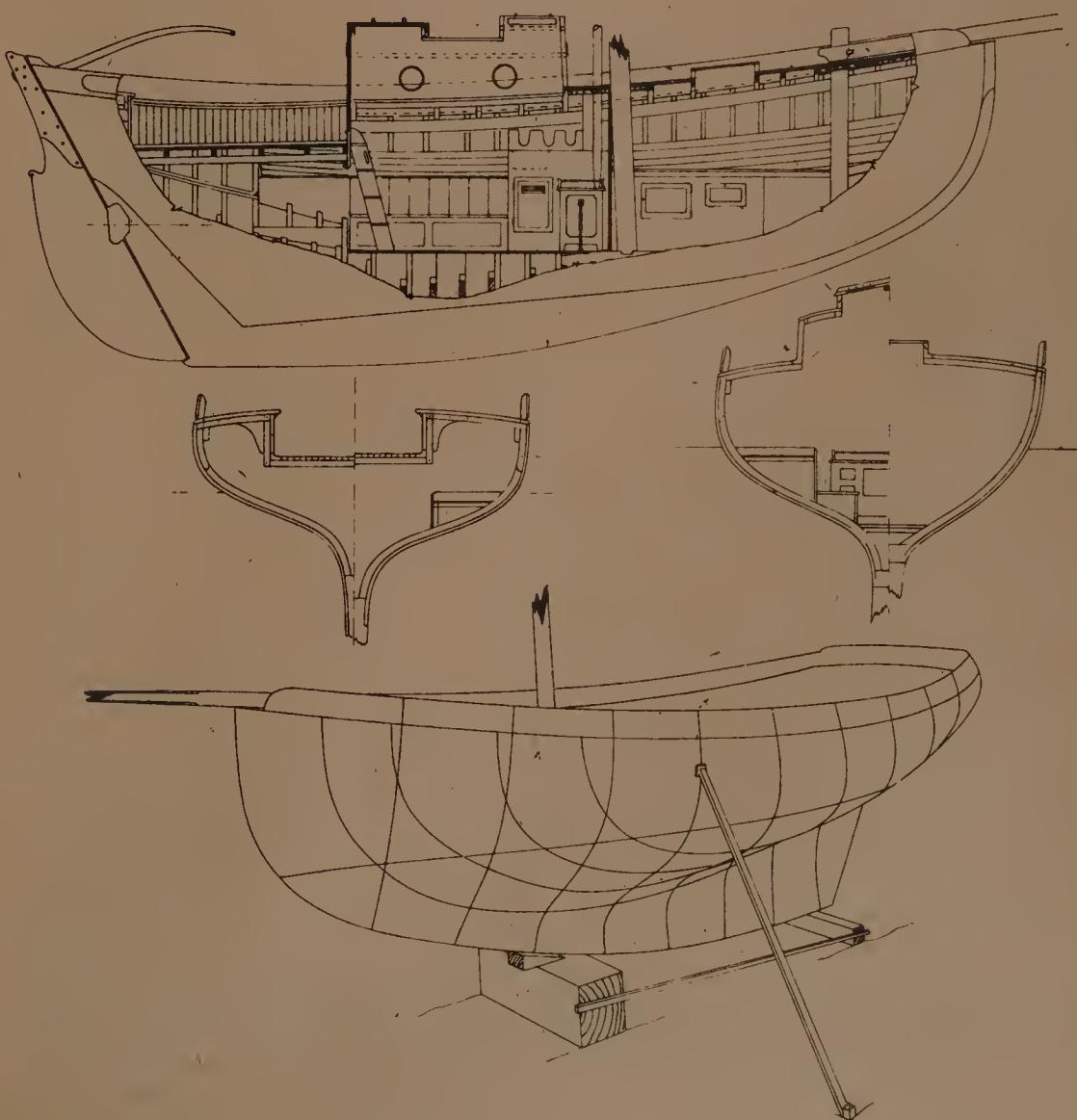
A choice
between a
double bunk
and a head,
which would
you choose?

seaboots. I didn't even once consider putting on wet gear. Then I looked astern and said to myself, 'That one is going to get me wet.' Well, the wave broke right over our stern. Next thing I knew, I was completely under, plastered against the boom gallows by a huge weight of water. Boy, did I hold on tight! I'll bet you can see fingerprints in the teak. Then my head came clear. All I could see was white foam all around, no boat at all . . . I saw one tip of one spreader break clear of the foam. Then I knew she was going to come up."

I asked Lin if, in that situation, Larry had been swept off the boat, wouldn't a life jacket have improved the chances of her picking him up again?

"If he had left the boat, there would

The Pardey's spent 11 years and 42,000 miles on the 24-foot "Seraffyn", which they built and launched in 1968.



PARDEY

have been no way of finding him. We once lost a spinnaker pole in 15 knots of wind and 8 foot seas, and the only reason we found it was because a bird landed on it. The spinnaker pole is 16 feet long and it floats and it was white and we couldn't see it . . . Larry wasn't wearing a harness and held on. We can give you long discourses on people who have been lost because they were wearing safety harnesses . . . people who are habitual non-safety harness wearers learn to hang on. It's a different attitude."

Seraffyn is not equipped with an engine, so under calm conditions they

propel the boat with a single, 14 foot oar, sculling at a speed of about two knots. There have been occasions when the absence of an engine has certainly added to the excitement, as in the following excerpt from their book:

"We reached Portsmouth (England) as the tide was rushing out the narrow entrance . . . the wind began to die . . . and the tide carried us sideways at three knots. Larry looked downtide and saw a buoy directly on our beam. 'We're going to hit that buoy,' he said, working to catch a breeze. 'No,' I said, 'we'll clear it.' . . . That buoy grew from toy size until it rushed toward us, nine

feet high and eight feet around, red and rusty. All the time we kept debating 'We're going to hit it, we're not, we are.' Then all of a sudden we looked at each other and said, 'We're going to hit it!' . . . we hit it beam-on at over three knots. Seraffyn shuddered to a stop. I was thrown off my feet as the tiller swept wildly across the cockpit. Larry yelled 'Grab the dinghy painter!' But it was too late. Seraffyn slid slowly off one side of the buoy and floated downtide. The dinghy went around the other way. For a split second we stopped, dinghy on one side of the buoy, Seraffyn on the other . . . Then Seraffyn won the tug of war. The dinghy flew around the buoy, flipped five feet into the air, landed upside down, then followed Seraffyn downstream . . . At his shout I let the anchor go . . . The dinghy submerged and tugged fiercely six inches below the surface, trapped air and buoyancy tanks fighting to float her up. We tried to winch the dinghy alongside, but couldn't against the force of the tide . . . So there we sat for two hours, trying to look nonchalant as afternoon fishermen and sailors powered past us staring at Rinky's white submerged bottom and the three-foot strip of red paint Seraffyn carried as a souvenir of our encounter with a fairway buoy."

Will you have an engine in your new boat?

"Just a Seagull outboard for the dinghy," was the reply.

Did you have a VHF radio on Seraffyn?

"No, we used to have a Zenith Trans-oceanic and it just decided it didn't like us anymore after eleven years, so we got a Sony ICW 5200 which is a very small but excellent short wave receiver. It operates on three flashlight batteries, 100 hours on three batteries, it's really good."

With no radio transmitter, they are often out of communication for long periods during crossings. Such was the case a year or so ago when rumors flew that the Pardey's had been lost at sea during a hurricane that claimed 100,000 lives in India. Ham radio

SERAFFYN

designed by Lyle Hess

LOA: 24'4"

BEAM: 8'11"

DRAFT: 4'8"

DISPLACEMENT: 10,687 lbs.

BALLAST: 2,700 lbs.

RIG: Cutter

SAIL AREA:

104 — staysail

180 — main

265 — genoa

SPARS: Wood

SELF-STEERING

Trim Tab

On Main

Rudder

OUR DREAM CUTTER

designed by Lyle Hess

LOA: 29'9"

BEAM: 10'9"

DRAFT: 5'0"

DISPLACEMENT: 16,000 lbs.

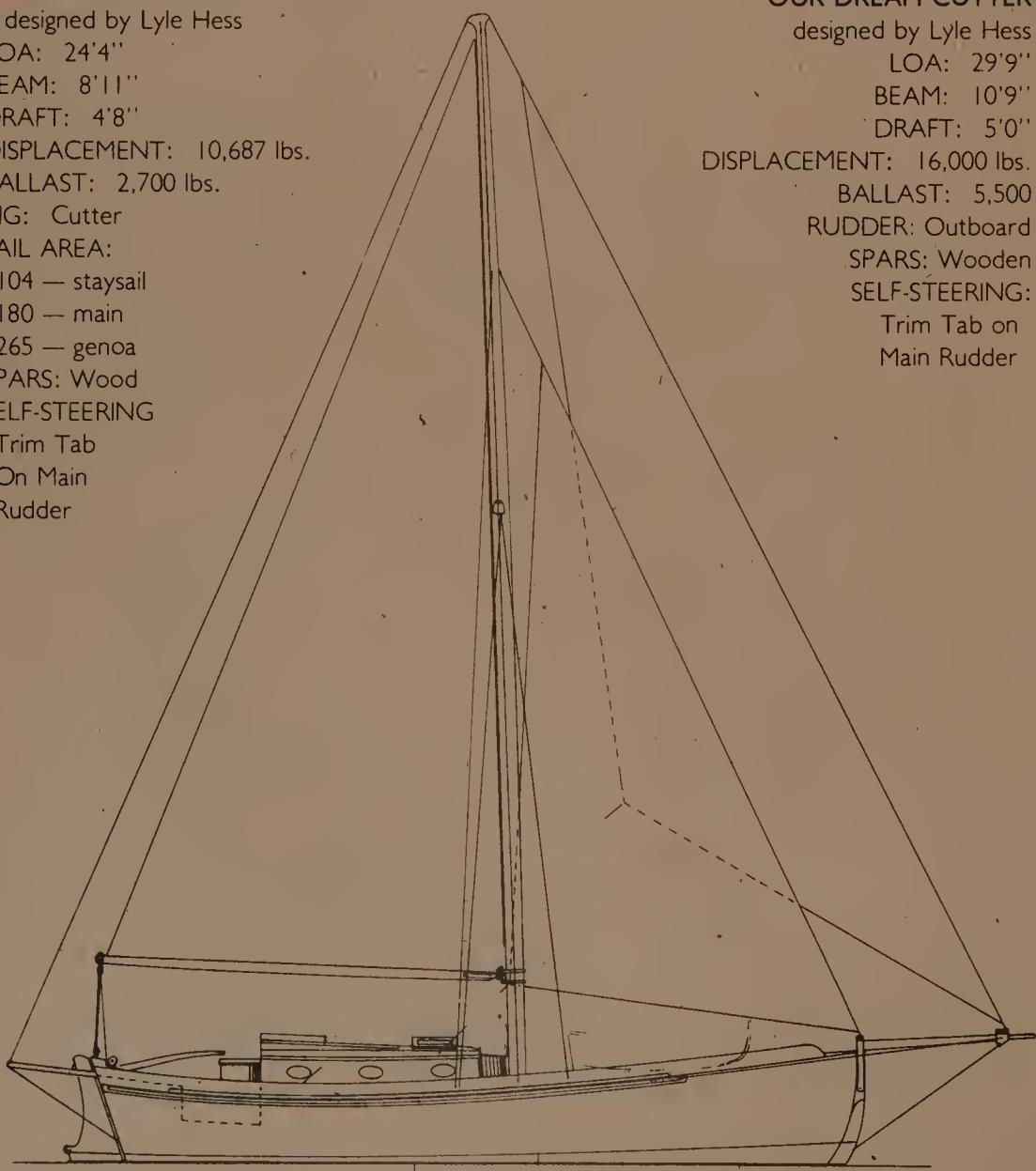
BALLAST: 5,500

RUDDER: Outboard

SPARS: Wooden

SELF-STEERING:

Trim Tab on
Main Rudder



operators had picked up a message of a Canadian boat lost, a boat named *Crusader*. Since the Pardey's sometimes deliver boats to beef up their cruising kitty, their friends and family feared the worst. (The Pardey's fly the Canadian flag, which only fanned the rumor). But *Seraffyn* cruised jauntily into port three months later to put the story to rest.

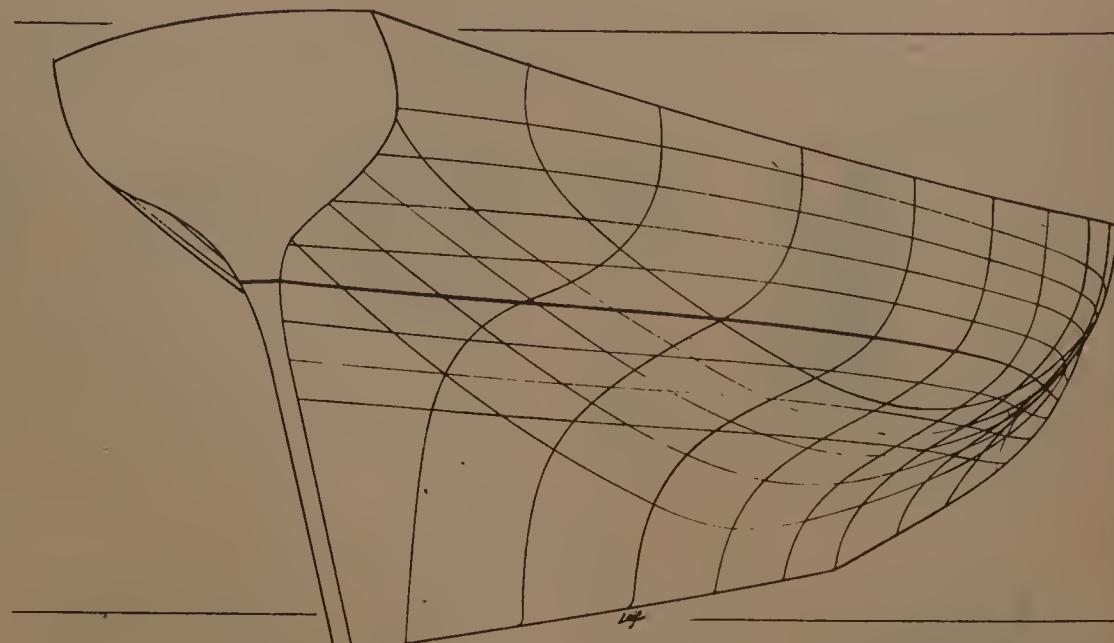
Lin and Larry completed their circumnavigation and returned to Southern California, but only temporarily. They are constructing their "dream cutter", similar in appearance to *Seraffyn* but 29'9" LOA and 10'9" in the beam, about two feet wider and 5½ feet longer than *Seraffyn*.

I asked if the new boat would have a tiller or a wheel.

"A tiller," Lin said, "because there are no mechanics to break, and everything's visible about it. If there's anything wrong with it you can see it. It doesn't take up any room in the cockpit because ours comes out as soon as we're in port, so you have an absolutely clean afterdeck. You can steer better with a tiller because you can feel whether she's balanced properly. And besides, our tiller is the most gorgeous pièce of long leaf yellow pine with nine coats of varnish on it, and hand worked rope."

Seraffyn was not equipped with a head because, as Lin explained, "It was a choice between a double bunk and a head. Which would you choose? We've found that a bucket is far more convenient, far cleaner and less expensive, doesn't smell, complete replacement cost is 98¢, you can put it wherever you want to use it, and they never plug up . . . hundreds of reasons!" Larry added "cleaning it is no problem if you put lots of paper in the bottom first. We use *Time Magazine*."

Their new boat will have some luxuries, however, like a sit-down shower. "It's something we devised ourselves," Lin explained. "The designer of the boat at first thought we were crazy, and then he got very interested. It's a sit down shower so that when we have a



Isometric plan of the Pardey's new boat. "Our dream cutter", like "Seraffyn" is being built of wood.

shower, the whole area doesn't get wet. That's the thing I hate about normal showers . . . but by sitting down in a little tub, that's all that gets wet. There are a lot of miniature bathtubs on big power yachts . . . it's a European thing, and they're just shaped like your bottom so your feet go in the deeper section and it's about 3 feet by 2 feet and about 18 or 19 inches deep at one end and about 9 inches deep at the other end. It fits the hull quite nicely. It will have its own storage tank and bilge pump."

Another accessory they may include on their new boat is a piano! They have found one measuring 18" by 12" by 49" high, nonelectric, by Yamaha. This, they say, is a pipe dream along with "a little wind generator to operate a small ham radio, just for fun."

Finally, I asked Lin if she had any hard core advice for people who are afraid of sailing in the ocean.

"The first thing to remember is that the land is the only danger to a well built sailing vessel. The huge waves you hear about generally deal with them building up near the shore. In eleven years of voyaging we have spent 22 days in winds above force 8 offshore, but we've had about 30 days of winds above that within sight of land. The weather's much better at sea. The second thing is that, because you don't have to deal with problems of navigating when

you're offshore, it's less frightening. And you don't have to worry that if you break a spar you're going to be on the beach instantly."

Do you get seasick often?

"Just often enough to be glad I don't do it every time. But I've met almost no one who has quit cruising because of seasickness. In fact, I have a friend who is always seasick and his wife sails the boat. He just loves to go places so much that he just says, 'It's a problem, but it keeps my weight down.'

I asked her if she had anything else to add . . .

"Just that cruising can be the best thing in the world for a family or a couple because it's a chance to see each other working together as a team. But yet it's terrible that people don't learn to sail the boat separately. Then when the skipper gets nervous and upset in tight situations, the other person doesn't know why. After learning the boat by myself, I was less impatient with Larry when he got uptight coming into a new anchorage or maneuvering out."

Though some of her advice may be controversial, Lin Pardey does an admirable job of handling the boat by herself, and I told her she was a good model for women sailors. "If you're going to model women after me," she suggested, "make them taller."

- sue rowley

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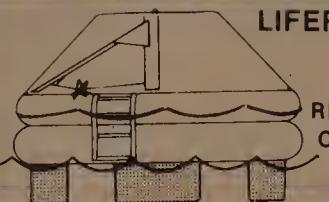
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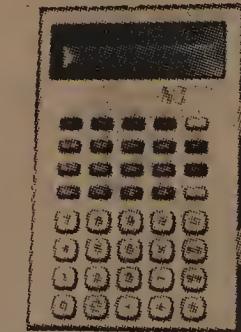
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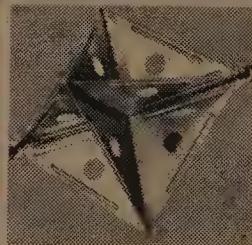
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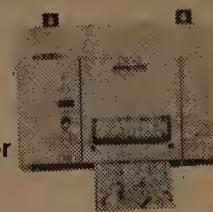


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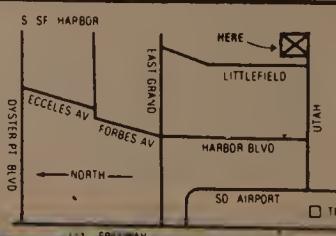


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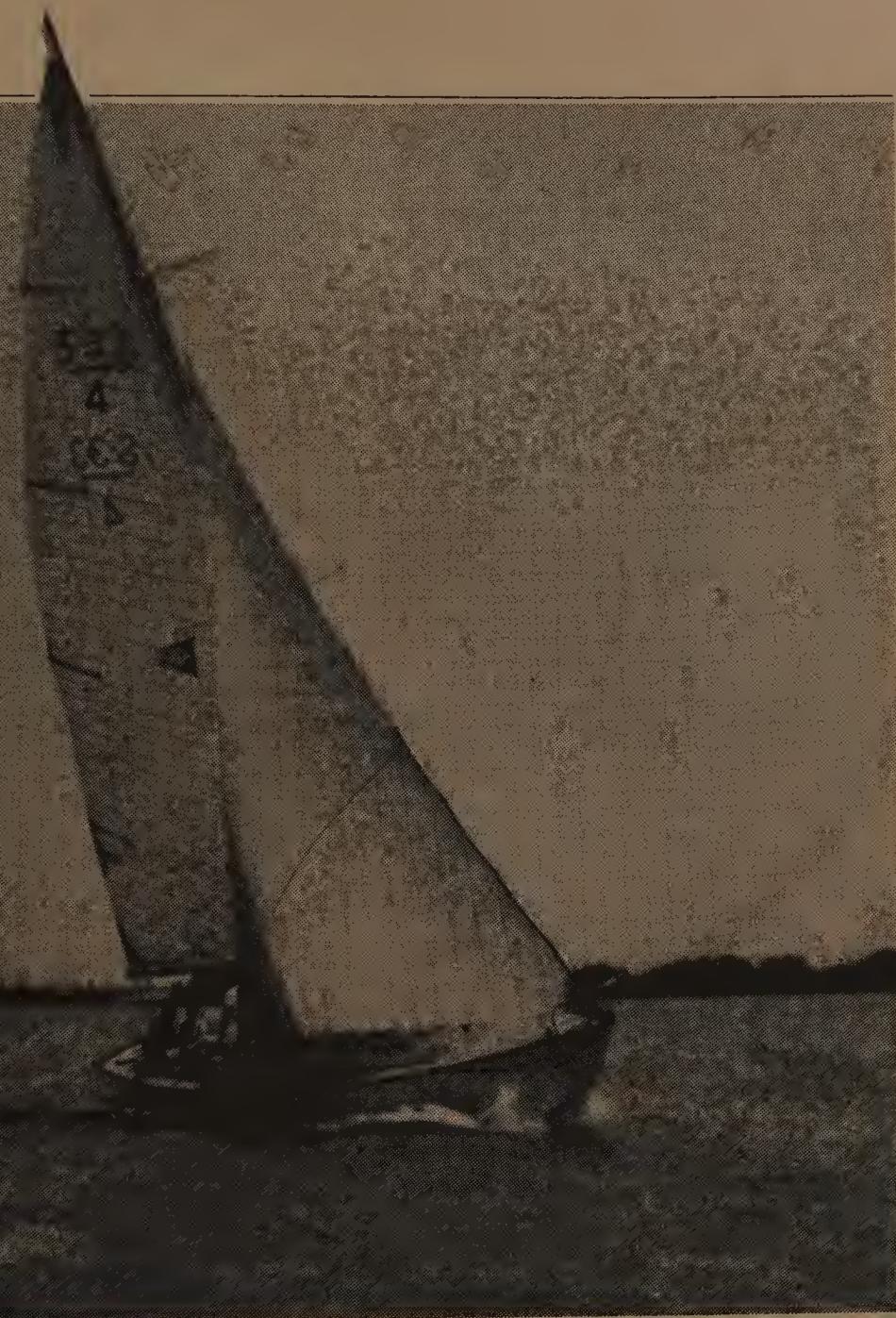
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HAPPINESS? THERE IT WAS!



"Leilani" on the Delta, 1952

Sue Rowley
c/o: Latitude 38
Sausalito, CA

Re: Spaulding 33's

Dear Sue Rowley:

Happiness? You look back and there it was!

Thirty years ago! Migawd! I imagine that qualifies all of the "HUNTERS POINT COWBOYS" to the title of "Shellback" or Old Fart.

Here is a list of the Original Plankowners of two of these Magnifi-

cent Boats.

Leilani — Hull No. 4

Jeff Capell, Skipper Commodore of GGYC 1946 Gentleman, Championship handball player Olympic Club, Super sales man. Friend, in the truest sense of the word.

Robert Nonken. Headsails, Cockpit Gentle Giant. True Friend. One of the finest sailors on the Bay. Strength of Samson.

John Dissmeyer Mainsheet, Cockpit. Nothing was too tough for "John" Water streaming out of his foul weather gear — and John says "Isn't this the

greatest". True friend.

Earl Lindstrom. Spinnaker Halyard Worlds foremost Viking. A great entertainer. Songs with his magic Ukelele were a highlight of any after Race or Cruise raftup. Hugh, beautiful and a grand guy.

Robert Kelly Foredeck Commodore GGYC in 1956. Foredeck on *Leilani* because he was the light guy in a crew of Giants. A graduate from Stars, Birds, and the beautiful "Wingding".

Sinbad — Hull No. 2

Dotto Bueren, Skipper Commodore of GGYC 1955. Gentle, quiet, dependable A Great Sailor. Put his heart in *Sinbad*.

Paul Dember. Commodore GGYC 1950 Great Leader, Great tactician All around hand. One of the best sailors on the Bay. Good friend. Terrible Loser. *Charlie Abella*, Good friend, Great sailor Personality Plus. One of the best crewman on the Bay at that time. Now a little "Ol" Wine maker, someplace.

Joe Calleja Beautiful Joe. Possessor of the Sunrise Smile. Tactician All around hand. Delightful Companion and good friend.

Larry Harris A grand young man. I think he was about fourteen years old at the time. Was never a kid. A delight to be with. Nothing was too hard for Larry. "If we can't beat 'em lets sink 'em." A real credit to Big Joe Harris.

Quite a few of these people are still sailing, and are active in Yacht Clubs. I would love to see a re-union of this magnificent gang. Hey fellas! We have this *Latitude 38*. How about a little communication.

Leilani was a Happy Boat. The years we sailed her were the BEST. Sue! if we wrote up the good times and adventures they would fill ten books. Like the time we did not have to navigate coming home from Santa Cruz. Capell just followed the groove we made in the Ocean going down.

Sincerely,
Robert J. Kelly

OUT OF MY MIND



Take those wires and shove 'em

Take those wires and shove them — Guglielmo Marconi, one of the biggest inventors of all times, said something like this when his teletale apparatus sent first radio message to start wireless communication. The year was 1900. Radio waves started to fly over earth, over clouds — even over sea. It was so shocking that despite the facts a lot of people didn't believe that communication without wires could work. They called radio a trick, fake and even worse.

Obviously it was stupid to neglect the facts, and because dumbness is no longer charming for its own sake, after only 80 years we — much smarter generation — not only believe and admire radio but even have become addicts.

Talking boxes saturate all areas of our life. Public broadcasting and Pirate Stations, Citizen Band and "K" band, Hams and EPIRBs, pocket receivers, UKV and VHF, "Pyramid", Police, Air,

Marine, Free Europe, and Walkie Talkie, Stereo, and Mono, KABL, KFOG, and space communications. The more popular radio became, the more fathers had those little noise boxes, Maxwell, Flemming, Popow [do not mistake with Protopopow — famous ice skating champion, he had another idea]. Hertz . . . Soon radio became a symbol of reliability, an unfailing miracle without limits and restrictions, so indispensable that today even dinghy must have VHF and stereo to be acceptable.

To compensate the disbelief of our grandfathers, to be modern and up to date with scientific data, our generation accepted Marconi concept as something as certain as sun in the sky, IRS or inflation. Despite facts to the contrary, just as our grandfathers.

Just several examples:

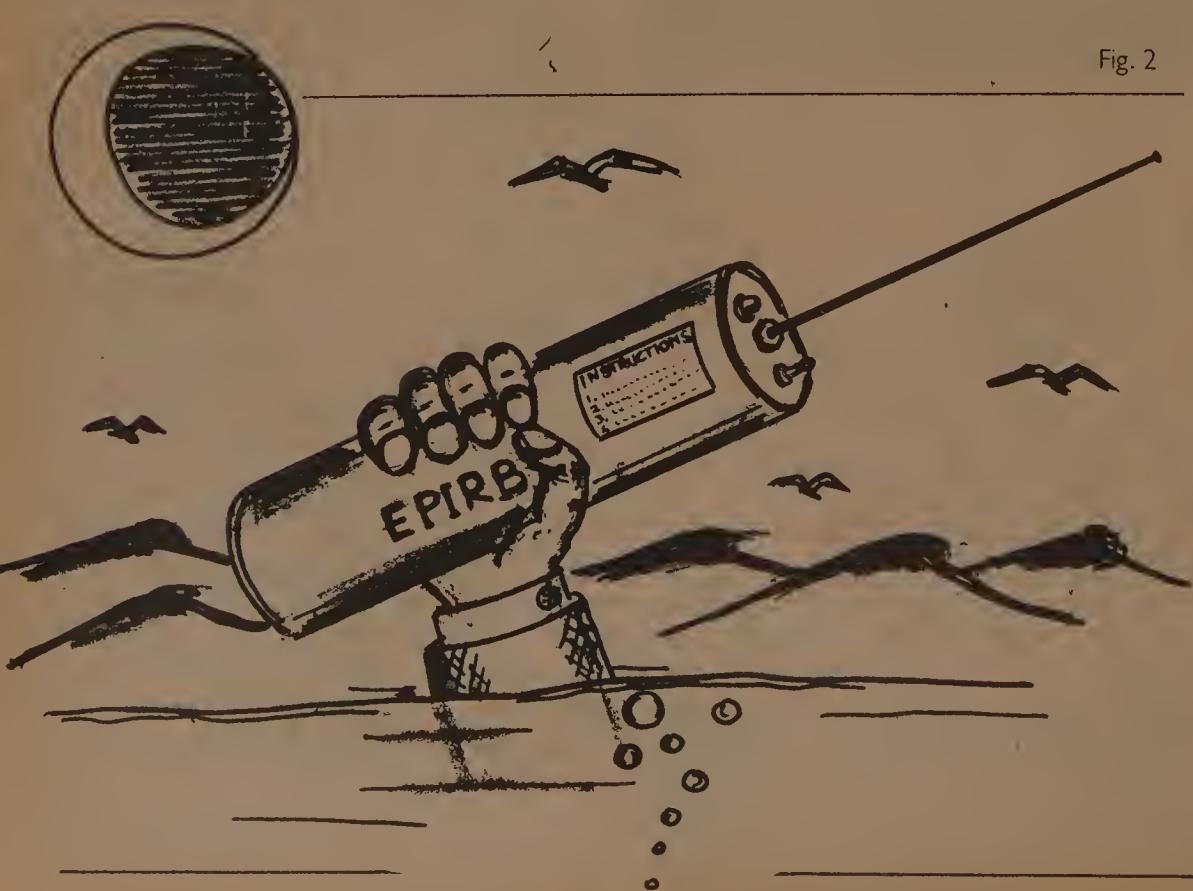
★ In 1928 airship *Italia* crashed in Arctic ice with Italian crew, their emitter (made in Marconi fatherland!) was unable for weeks to send message to the world's most powerful receivers. Finally when emergency signals were picked up by an amateur who was operating "crystal/cat whiskers", a home made toy, all experts denied that it was possible, calling the hobbyist a freak. "They can't send messages — they are dead for weeks," concluded the experts.

★ In 1928 and in following years, after Denmark's square-rigged *Kjobenhaven* disappeared, the last signals of her radiostation were picked up all around the world with shocking regularity and power.

★ When American B-24 crashed in Africa, in 1944, the pilots tried for days to send messages to its base only 25 miles away. When wreck was found 20 years later, with bones dried by desert heat, the crew's B-24 emitter was in the very best condition.

★ My ham (LPLI-2), tested and checked hundred times, was unable to send any message during *Nord* raft expedi-

Fig. 2



tion regardless that it was operated by professional radioengineer. When the bottom of Baltic Sea became closer and closer, in desperate effort the operator — trying all possible tricks — connected antenna to earth plug, and visa versa. Hordes of ham fans in all Europe were unable to receive us despite such a bright idea. But LPLI-2 signals were picked up in Rarotonga (6,000 miles via center of the earth). The only small curiosity — they were received from back to front . . .

★ Sailing amazing schooner *Morning Star* to Pago Pago in 1978, our brand new ham was unable to contact our base or any station in the whole world. It should have worked. The antenna sent radiation (measured by emision meter as "strong"), but the whole trick was that it did it without any effect. Afraid that the owners were afraid we might be lost, we tried to contact the base using VHF radio (25 mile range if propagation conditions are good) and it worked! How far were we from California? Exactly 1200 miles.

Yes, you are right, I do not believe in radio, and I am proud of it! First, nobody knows how it works. No, don't protest, it is time to stop any kidding. The only person who understands is graduate from 2 $\frac{1}{4}$ -hour long course "Total and ultimate education in electronic science."

Albert Einstein — one of us (why not use such phrase as he was a sailor too) when asked for explanation of how radio worked, said: "You see, wire telegraph is a kind of a very, very long cat. You pull his tail in New York and his head is meowing in Los Angeles. Do you understand this? And radio operates exactly the same way: you send signals here, they receive them there. The only difference is that there is no cat."

"The strongest chain is as strong as the weakest from its links" — and radio

has many, many links, and they are very, very, very . . .

Please look at Figure 1, courtesy *Latitude 38*. Be absolutely sure I am not going into details — to boring ceramic condensors, power transistors, fixed resistors, high frequency diodes; I spent too much of my life fighting with them. Whole radio, which contains thousand parts, is pictured as one link, battery as another, generator another, etc., etc. If one fails, the whole system collapses.

Same as with engine (which has lots of links; spark plugs, generator, carburetor, valves, battery, starter . . .), if any part of chain stops working, the whole system is out from business.

But we have solid state, compact, sealed systems! For example, EPIRBs! Oh yes, friends, they are. And believe it or not, I do not blame anybody who trusts them. I did too, sailing solo on North Pacific. More, I feel comfortable looking at this red tube. Figure 2. But I

Does anybody notice a resemblance between this fellow and the gentleman on the opposite page?



mystery world
of telepathy...

TAKE THOSE WIRES

The Airlines only
monitor 121.5 VHF

H. J. Finn

The back of a Pan Am pilot's business card with a message for Andrew

Fig. 3

mistake turning on transistor and getting good punch of commercials. Like author of this, who sailing alone to Hawaii and dreaming about pineapples, ice cream and lobsters received after 20 quiet days message: "BUY PREPARED FOOD IN KAHULIU SHOPPING CENTER . . ."

Like this guy who talking to just married wife by marine radio forgot that besides his sweet lovemate — whole WORLD is receiving his expressions of ardor . . .

But let's stop caustic irony and turn off shaft of satire, and switch to another frequency.

Despite everything mentioned above, we must remember that radio saved thousands of lives at sea via ham, EPIRB, VHF, Police, Marine, Air, etc., etc. That radio is giving us time signals (ONOGO) weather, (KFS, KOK,) communication, information. That we talked with moon, received gorgeous pictures from remote worlds, instructed

started to feel very bad after flying PanAm home from South Seas, two years ago. I got an idea to ask the pilot what he thinks about EPIRBs. I prepared a letter with several questions asking for his opinion about EPIRB's reliability, emitter range, frequencies, etc. Things went wrong from the beginning. When I asked the stewardess to give my letter to the pilot, she became

white like chalk and said: "Why, why our plane . . . O dear Lord . . ." I apologized, explained the problem and after an hour she got the message.

It was discouraging. Figure 3 shows the back side of PanAm pilot business card. "Guaranteed and unretouched."

Radio presents a different kind of problem to all of those who, sailing under stars and tropical sun, made terrible

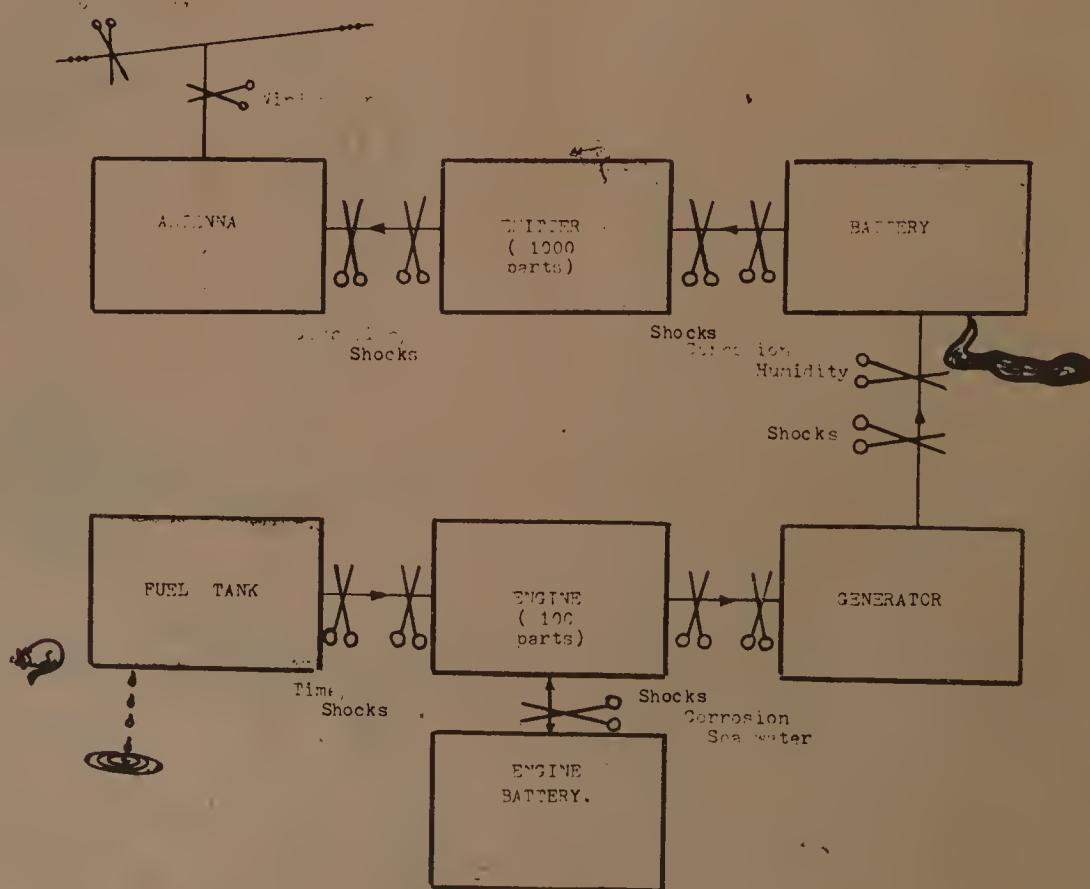
Scissors of corrosion:

- sea water
- shocks
- time
- wind
- humidity
- even

"Radiodevils can
break communication

Fig. 1

FIG. 1.



OUT OF MY MIND

submerged sub-Radio, everything has its own range, application, and limitation, it is only our fault, not its, if something is going wrong.

Sailors, first remember that boat is the worst place under the sun where radio can be placed. Sea water is an electrolyte, alias second class conductor. Sprays can kill any electronic device, humidity can do same. Low temperature is deadly for batteries and generators, strong shocks can powderize any solid state unit. Diversions of corrosion also is working against us (24 hours a day.)

From no one we can expect 100% efficiency, mentioned range and reliability. Remembering Murphy Law about things going bad . . . "Flower on the sheepskin coat" say Germans about something very inappropriate, and I think stereo in a sailboat is exactly that. Radio, as all things, fail sometimes. But it is really necessary to fight as lions (ob-

"Buy prepared food in Kahului Shopping Center"

viously sea lions) for quality, to be sure that manufacturers for our hard gained

money give us proper devices. Soon Satellite Navigation gear will be used, probably in OSTAR. And, via navigation satellites, we will be able obtain our position, speed, drift, etc., in seconds with unbelievable accuracy — in night, fog, rain. It will be very bad if such systems were not reliable.

We can't take radio as fetish or device sent from Heaven. Knowledge of radio's weakness will always be our strong point. Being optimistic lets us sailors believe that our radio as friend in need will be for sure a friend indeed.

— andrew urbanczyk

P.S. — After completion of this story I returned to "The Acali Experiment" — the book, about Acali raft expedition. As an appendix to my scoffers punches let I have privilege to add citation from Acali.

"THE MARINE RADIO STILL DOES NOT WORK . . ." page 80.

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WRAPPING UP

High Noon with John

We've a bunch of interesting little tidbits we'd like to share with you to wrap up the 1980 SORC. They are so diverse however, that rather than try to work them into a smooth article, we're just going to shoot from the hip. Here goes:

The Owners. We didn't have that much opportunity to meet that many of the owners, but we got the overwhelming suspicion that almost all of them are in business for themselves. That's the case with the two local entries, Bill Clute with *High Noon*, and Dave Fenix with *Pegasus* and there's more. We all know Ted Turner is in business for himself with a TV network, and basketball and baseball teams; if you've been by the L.A. airport you've seen the Kilroy Industries building of Kialoa's Jim Kilroy; *Ondine*'s owner Sumner Long is in shipping; winner *Acadia*'s Burt Keenan is in offshore oil rig supply business, other people are in garbage collection, electronics, and lord knows what all. Actually, a list of their occupations would make interesting reading.

Naturally there were a group of boats owned by folks in the industry. Steve Colgate of the Colgate sailing schools had the big *Sleuth*, Ted Irwin of Irwin sailboats had his own boat, Ted Hood of Hood Sails had *Robon*, Paul Lindenberg designs and builds his own boats, and there are others.

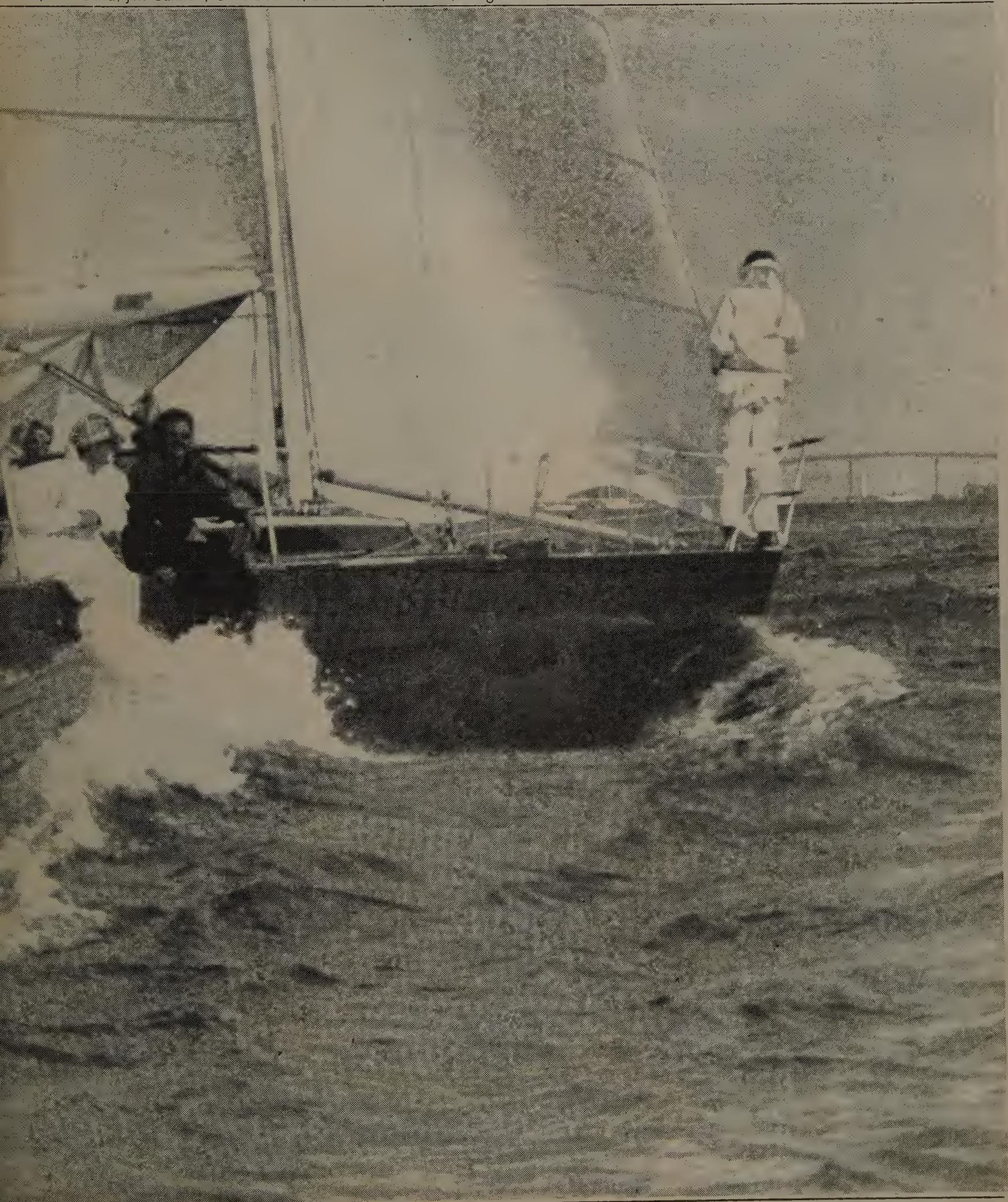
One thing the owners had in common was a lot of money. Expenses for boats from the west coast are going to be higher than most, nevertheless, an audience at the St. Francis YC was told that each of the six races probably costs \$5,000 or \$6,000 when all the meals, accommodations, airfares, shipping, and other costs are thrown in. But expense doesn't seem to be much of a deterrent. Many of the boats at the circuit have familiar names, either having raced in a number of them before, or being the latest in a line of boats bearing the same name, i.e. the 'new' *Love Machine*, the 'new' *Scaramouche*, the 'new' *Warrior*, the 'new' *Acadia*, the 'new' *Hot Flash*, and so forth.

Racing in the SORC is rarely a family affair, and we remember that when the



THE CIRCUIT

Garland, Vito Bialla, Jim Gannon, Chris Boome, Bob Smith, Bill Clute, Greg Paxton, Heather Clute, Gordon Clute, Pat Vincent and Donny Anderson.



CIRCUIT

Truman family of Richmond took the Wylie-designed *Moonshadow* to the circuit a few years ago, it made big news. This year we saw two family-affair entries. One was Ted Hood, who was there with his family on *Robon*, and the other was the Clutes; Bill, Heather, Cathy, Dixie, and Gordie, on *High Noon*. If we had to guess, we have to say they looked like they enjoyed their circuits more than most because they were able to share it with their families. Of course it helps to have a nice family.

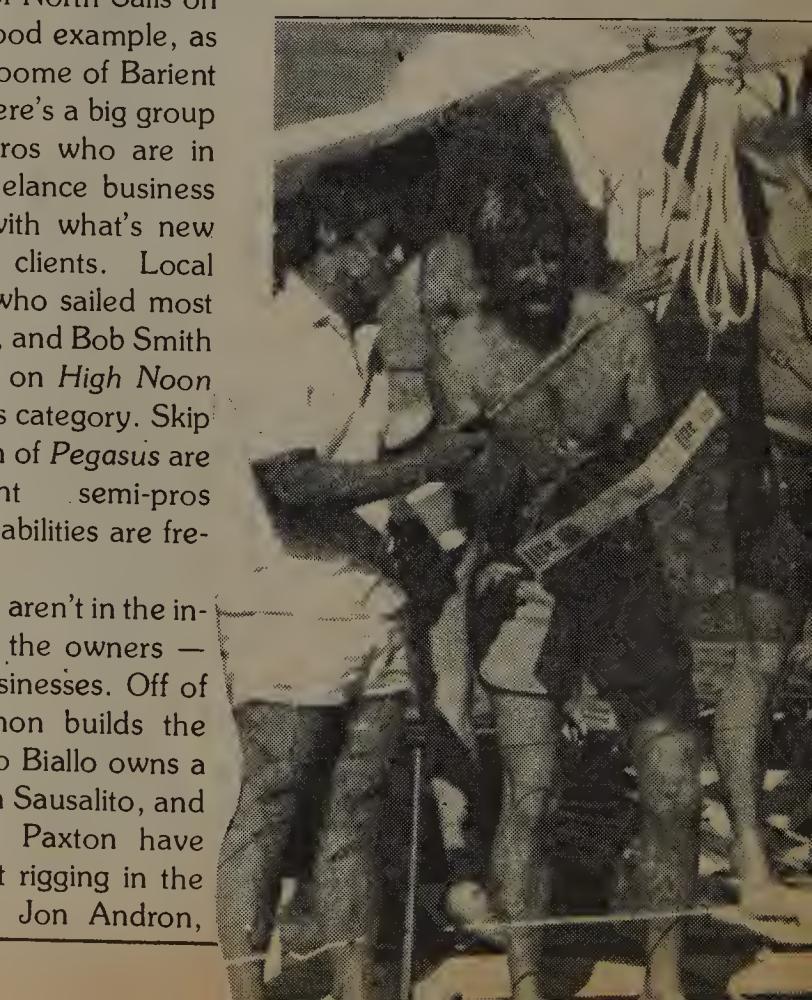
A final note on owners. These guys spend all kinds of money having these boats built and to campaign them, but you'd never imagine how many of them are petrified once they get out on the water. This is a lot different from the crews, who by and large are only terrified of airplanes.

The Crews: As you might expect, most all of the crews are made up of young males. A good many of them are

Lowell North and Ron Holland take a walk down the main street.

in the industry, what a lot of people call semi-pros. Steve Taft of North Sails on *Pegasus*, would be a good example, as perhaps would Chris Boome of Barient on *High Noon*. Then there's a big group of independent semi-pros who are in the industry from a freelance business who are keeping up with what's new and meeting new clients. Local designers Tom Wylie, who sailed most of the series on *Pegasus*, and Bob Smith who did half the series on *High Noon* are two who fall into this category. Skip Allan and Don Kohlman of *Pegasus* are two more independent semi-pros whose sailing skills and abilities are frequently in demand.

Many of the crew who aren't in the industry are like many of the owners — they have their own businesses. Off of *High Noon*, Jim Gannon builds the Freyas in Petaluma, Vito Biallo owns a headhunting company in Sausalito, and Pat Vincent and Greg Paxton have been doing independent rigging in the east bay. On *Pegasus*, Jon Andron,



WRAP UP



Vito Bialla carries the spirit of High Noon across the Nassau Harbor Club's harbor.



Looking like aging juvenile delinquents as they fire junior missiles at nearby boats, this is the crew from the SORC winner, Acadia, a Serendipity 43. They make Ted Turner look like a choir boy.

who sailed several of the races, owns an investment business, and Bob Norman is partner or something in a houseboat building concern in Sausalito.

About the only guy we can think of who had a 'normal' job was Tad Lacey, who works for a bank. Between last year's Admiral's Cup and this year's SORC, he'd had to take a leave of absence and used up all his vacation time.

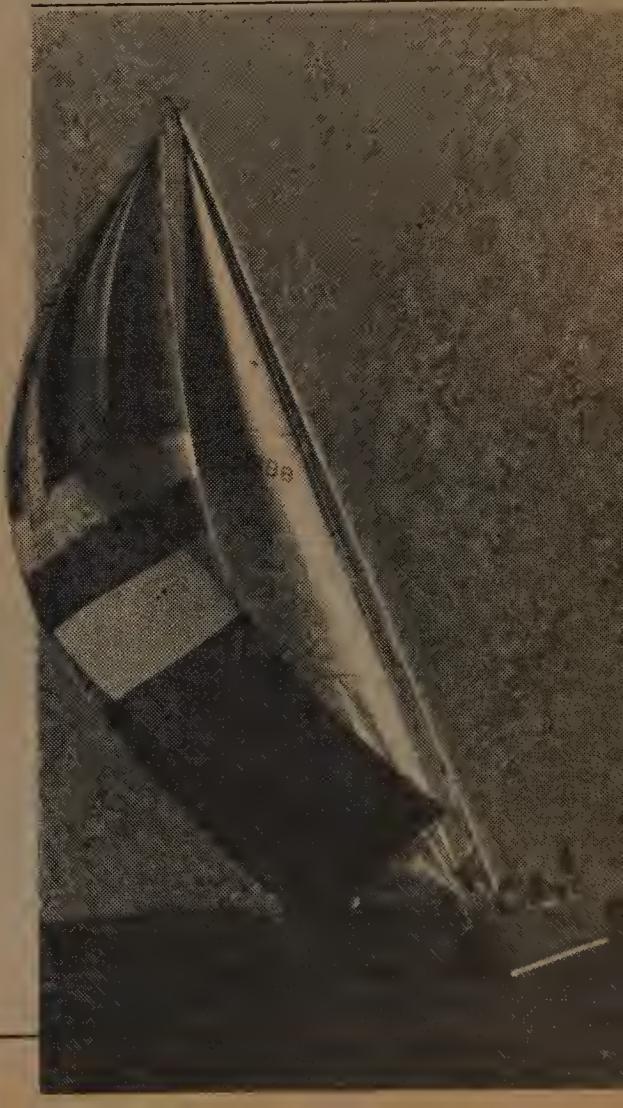
So, if you had an image of the guys on SORC boats as being a bunch of lazy rich slobs or negligent boat bums, you've developed a completely inaccurate opinion. All down the line this is a talented, aggressive, success-oriented crowd, who are willing to make big sacrifices to participate in these races.

Is it worth it to the crew? Obviously most of the semi-pros would go back, but some of the others weren't sure they would. There were two big complaints, the first being that the SORC is too spread out, taking almost 5 weeks the way it is. For the guys who own their

business, that's a long, long time to be away. There's only one real opportunity to fly back, and that's so short it's almost worthless. The way they see it, the whole series of six races could be run in a 2 or 2½ week period, just as the Admiral's Cup or Pan Am Clipper Series. Spending five weeks in the southern sun might sound like a kick at first, but too many rum punches with nothing pressing the next day can get old fast — even for the biggest drinkers.

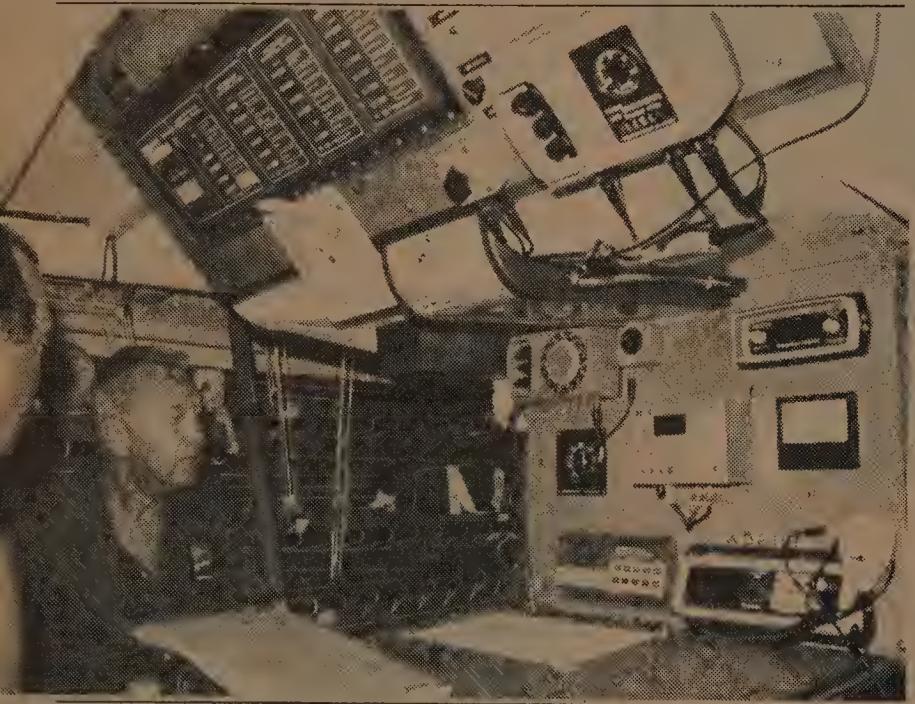
The courses were the second big complaint. Some people we talked to thought too many of the courses sent the boats across the erratic Gulfstream and back, making the races something of a crapshoot. [Pegasus' navigator Ben Mitchell and some of the more experienced SORC'ers weren't buying this argument at all]. They suggested that there be one race from St. Petersburg to Fort Lauderdale; another from Miami to Nassau; and then three or four more in

You'd expect a bit of a wake for a maxi carrying a chute in a breeze. Not when Boomerang's aground, though.





In Nassau, couch shells are used for landfill to reclaim the waterfront. 'Couch' is pronounced 'conk' as in we'll 'conk' you over the head. In the background is the bridge to wicked Paradise — the toll is \$2.



Steve Taft and Ben Mitchell look over Ben's navigator's station on *Pegasus*.



Nassau is clean, right down to the highways which are lined with rocks painted white. Bahamians do, however, drive on the wrong side of the road.

the area around Nassau. Folks liked Nassau because they knew it was going to be warm, whereas Florida was freezing part of the time and hot part of the time.

The racing series that was mentioned as the yardstick of fun was the Pan Am Clipper Series, the second running of which will be held this August. It consists of three short ocean races off Honolulu, where the air and water are warm, and winds and currents consistent. It also includes two longer races; one around Oahu, and one around the whole state of Hawaii. It all takes place in two weeks, and many folks indicated that might be the best set of racing conditions in the world. But don't look for the SORC to shrivel up and die. Most of U.S. ocean racing money, administration, and top competition is still on the east coast.

Boats: The one comment about boats that really struck us was the one Steve Taft made while was showing us around *Pegasus*. He made it clear that this was a racing boat and simply was not safe for a couple of moderately experienced folks to sail around the bay. The hydraulics, for example, he said, aren't something you can read an instruction manual about and operate safely — you can only get the 'feel' for them with experience. Misusing that kind of equipment can get someone — to say nothing of the boat equipment — seriously damaged. Apparently the boat has very little possibility for use other than in a fully crewed racing situation.

Another thing that shocked us was learning how the boats would bury their bows. On the Miami to Nassau Race the bows on both *Pegasus* and *High Noon's* would simply drive under. And stay there. There were numerous instances where both of the boats had their bow pulpits completely under water, with perhaps a 2-foot wall of water rumbling back past the mast. The great risk when this happens is that the boat is going to suddenly stop while and the rig keeps right on going — right out of the boat. On *High Noon*, they eventually discovered that wiggling the

tiller would bring the bow back up. But if you didn't wiggle it, it didn't come back up. Neither the folks on *Pegasus* or *High Noon* thought this was a wonderful characteristic for a boat.

A number of older production boats entered in the SORC this year, and we checked specifically to see how they fared. In every case they did quite poorly.

Mia's Red Jacket, a C&C Redline that won the Circuit in the late 60's, finished 42nd in fleet, and 5th out of 6 boats in Class E that did the whole series. Scott Piper and his Morgan 36 — which was previewed in a yachting magazine as a old boat making a big ef-



Vita Bialla, Jim Gannon, and Bill Clute 'forgetting' the Nassau Cup.



Before the Miami-to-Nassau Race, Tom Wylie and Skip Allan check the sails, Bob Norman looks over the halyards, and Bill Barton wipes down the hull.

Attention to small details gets the crew psychologically ready for the race.

fort in the circuit — also did badly, with a 4-2-6-5 record of finishes in the less than competitive Class E. Both of these boats had been extensively refurbished and prepared for this circuit.

A couple of old production boats that had once won the circuit, a Cal 40 and a Ranger 37, were entered. They both did quite poorly, but we saw them during the Nassau Cup race and one look at their sails with our inexperienced eye explained why. Their crews looked rather haphazard, too. An old C&C 50, the appropriately named *Insanity*, was entered in the very competitive Class B, and took last in every single race except one where she inexplicably beat Admiral's Cupper, *Aries*. Can an old production boat be competitive under the old age allowances? We'll have to wait and see until a really top flight crew can be lured from a hot new boat to give it a go. But we might be a long time waiting.

The last thing we're going to say about boats at the circuit is that very few of them ever seem to ever sail up to their potential. Either they arrive at the circuit unfinished — this is very common — or their crew doesn't really get accustomed to them until the series is over. And it's crazy, because what frequently happens is that after the series is over the owner sells the boat and has another new one made. It comes to the

WRAP UP

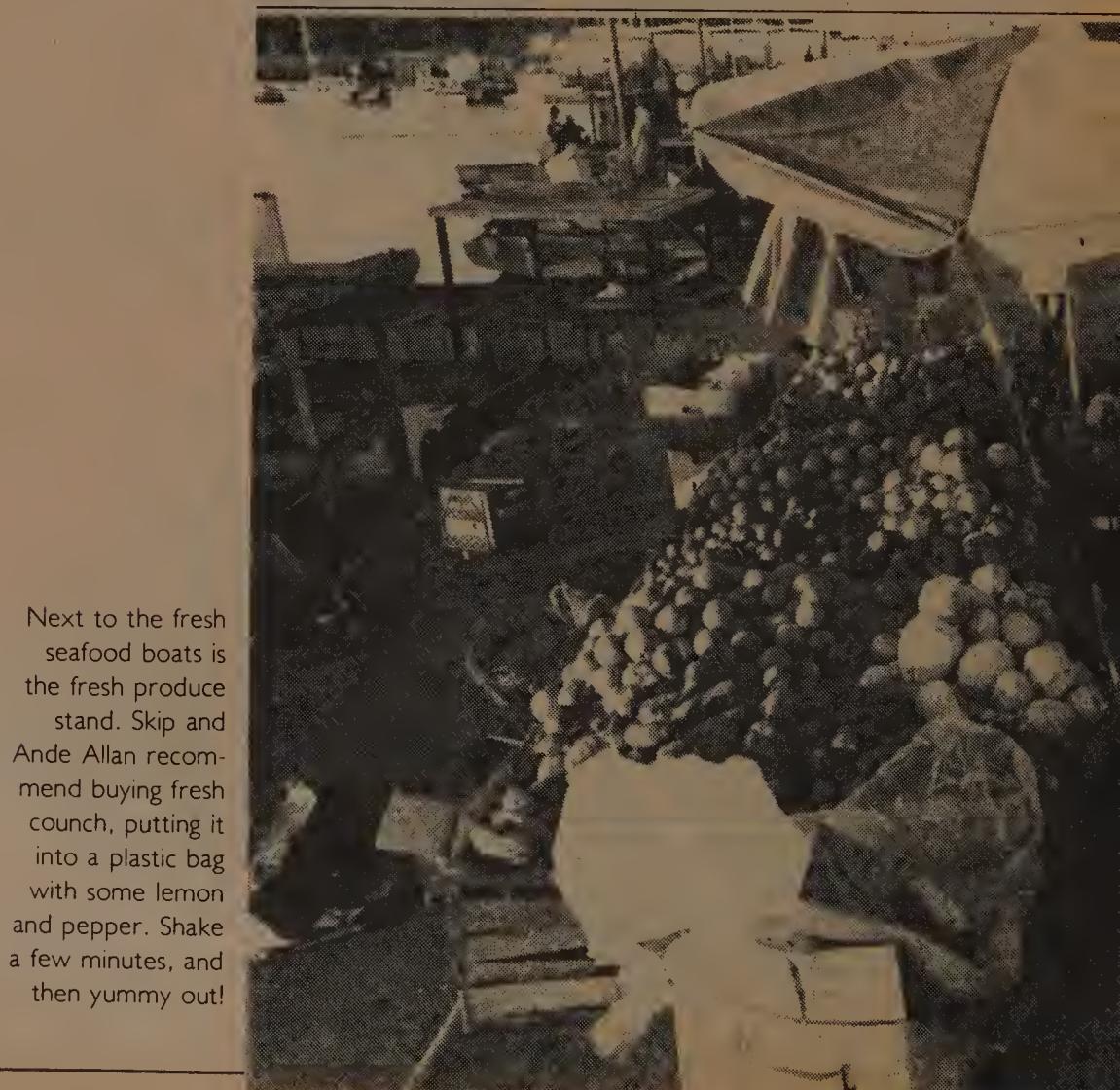
circuit the next year, again unfinished, again with the crew not familiar with it, and never really gets untracked. The percentage of SORC boats that never really reach their potential has to be higher than the percentage of school kids who smoke pot.

Some owners do have the good sense to try the circuit a second time with the same boat. Last year for example, the Mull-designed *Hot Flash* was a disappointment. This year, presumably figured-out but a year 'dated', she came back and did very well. Only a last race muff cost her winning Class E, and she finished a very creditable 14th in the circuit. Of course not all boats that return are successes. Admiral's *Cupper Aries* came back ready to tear the circuit up, but due to some erratic tactics finished 5th in Class. In sailing, nothing is for certain.

Nassau the place. For sailors this place has got a lot of great things to offer. The weather, at least in late February, was just magnificent. Day or night it was balmy, but you never fried. The water is fabulously clear, and a warm, yet refreshing temperature. The sailing breezes were pleasant and consistent, and there is rarely any swell. The deal is that the Bahamas are so shallow that the swell never gets a chance to build up. How shallow is it? At the start of the Nassau Cup the old 12 Meter *Heritage* ran aground in the center of the starting line. She draws 11 feet, and we were told that all during the race her depthsounder never registered more than 12 feet. And the race was held miles offshore.

But if you are careful about depths there are apparently endless spots to anchor in relative seclusion. We spent a wonderful layday on *Pegasus* anchored with *Acadia*, *Forte* and *High Noon*. It wasn't long enough, though, and we drool at the thought of having our boat there for 5 or 6 months, or maybe 6 years.

Ashore things are equally as nice. There are long white sandy beaches, and pine forests to the edge of the water. There are opulent houses on



Next to the fresh seafood boats is the fresh produce stand. Skip and Ande Allan recommend buying fresh couch, putting it into a plastic bag with some lemon and pepper. Shake a few minutes, and then yummy out!



Making friends with the Bahamians is easy.

All the folks from Nassau come down to the waterfront to buy their fresh seafood. They bargain with the kids on the boats who pull big live grouper out of the hold for inspection. The kid then cleans it, as he is doing here, and puts it into a baggy. The couch boat is just to the right of him.

large grounds, slightly run down houses, but they're all very clean . . . the whole darn island is seemingly litter free. The only pollution we found was noise pollution. The folks in Nassau have developed an incredibly complex language with their car horns, and since they're gregarious and all know one another, the din is incredible.

Nassau, the people. Certainly one of the biggest reasons we'd enjoy spending a longer period of time there is that the people are so friendly. The everyday Bahamian makes the average Honolulite look like an escapee from the Massacre State Prison in New Mexico.

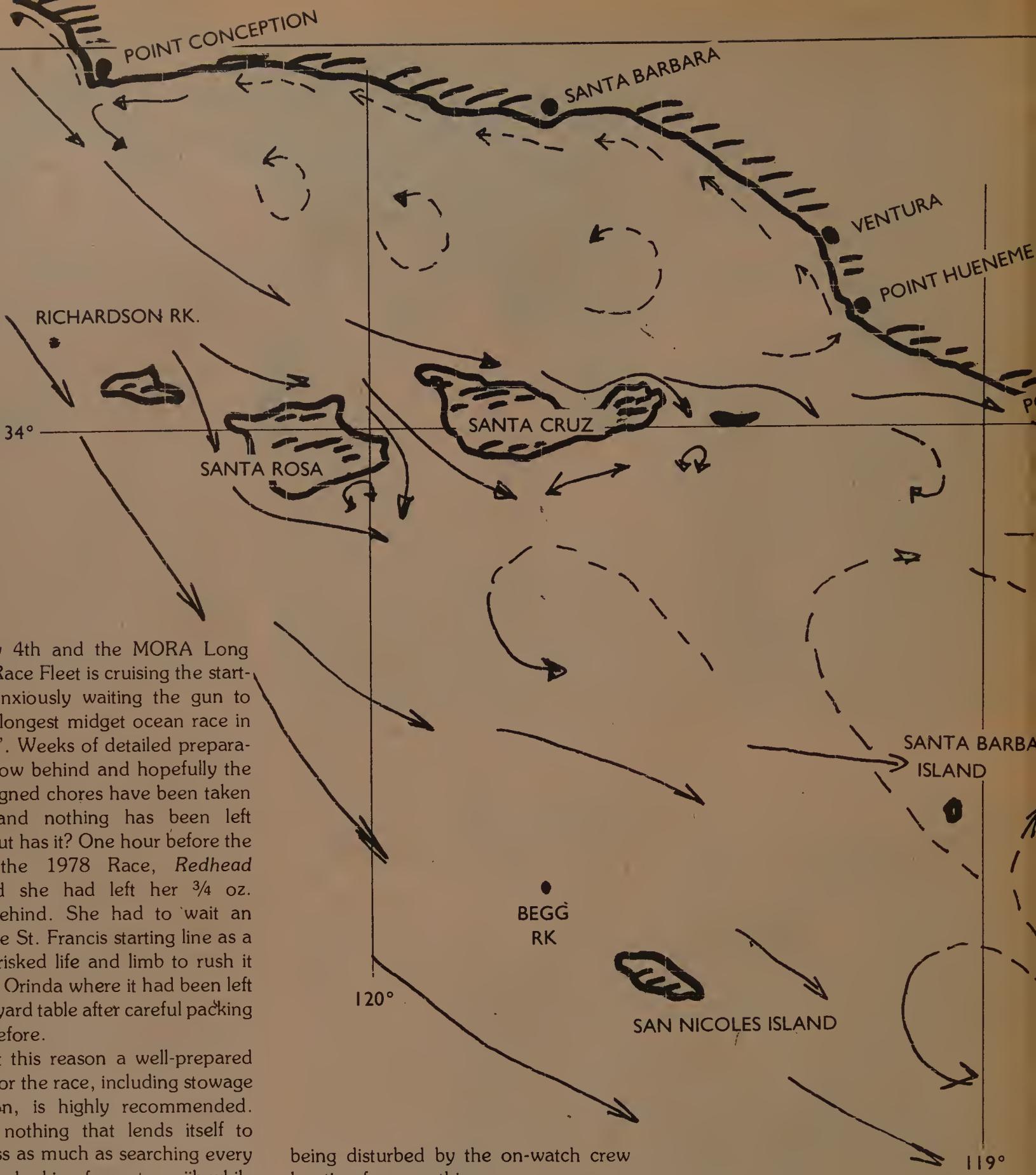
Apparently life is pretty good in Nassau. The people like the government, there is ample food and housing, and they all seem happy with their lot in life. You've never seen so many people who laugh so easily or who for no reason break into a lovely song and dance routine while carrying the groceries home. Music is everywhere in Nassau, and it's really great. One evening the crew of *High Noon* went out to dinner where the cashier was singing into the microphone while ringing up the bills. Nobody could figure out what the heck he was singing about, until much later when it was discovered he was singing about people's shoes, what time it was, about some lady who just walked in the door — he just kept ad-libbing everything and was really good. Probably not one diner in 10 knew what was happening.

One taxi driver told us Bahamians were so happy because they are Christian. He pointed to a racetrack they had

torn down, and then mentioned they wouldn't mind being rid of the Playboy casino either — which is the crummiest, sorriest little excuse for a gambling house you've ever seen. Gambling, he said, attracted prostitutes from all over the world, and it also attracted the lazy Jamaicans, who are just higher on the Caribbean pecking order than the incredibly lazy Haitians. Or so he believed.

Indeed, Nassau was about the 'cleanest' place we've seen in the world. One night — for journalistic purposes of course — we joined a foray of about 20 sailors into the dregs of downtown looking for trouble. First of all, it was hard to find any dregs of downtown, and when we did there were only about five or six suspicious looking characters to help us in our search. It was explained that some sailors wanted cocaine, some wanted marijuana, and all wanted women. After about an hour and a half, we left, having seen no sign, despite the repeated assurances of the five shady Nassauns, that it would all be along in just a few more minutes.

If you want iniquity in the Bahamas, you've got to cross the bridge to the island of Paradise, where the developers are in control. There they've got all kinds of gambling — although the minimum bets are rather high, and the blackjack dealers are still learning to shuffle. Roaming the casino are girls of every description eager to earn a few dollars and it's all pretty dreadful. If you're heading for the Bahamas, there's plenty of marvelous things to keep you happy and content without having to resort to paradise.



It's July 4th and the MORA Long Distance Race Fleet is cruising the starting line anxiously waiting the gun to start the "longest midget ocean race in the world". Weeks of detailed preparation are now behind and hopefully the crews assigned chores have been taken care of and nothing has been left behind. But has it? One hour before the start of the 1978 Race, Redhead discovered she had left her $\frac{3}{4}$ oz. triradial behind. She had to wait an hour at the St. Francis starting line as a neighbor risked life and limb to rush it over from Orinda where it had been left on a backyard table after careful packing the day before.

For just this reason a well-prepared checklist for the race, including stowage information, is highly recommended. There is nothing that lends itself to seasickness as much as searching every storage bin looking for a storm jib while rounding Point Conception in the middle of the night. The checklist is best used just after the prerace safety inspection, as a tool for the skipper to hold his final meeting with the crew. Not only does it assure that nothing was left behind, but it makes sure that *all* crewmembers know where *everything* is. Of special importance is the safety gear, including emergency rations, charts and navigation tools. Not only is this helpful in an emergency, but it also keeps the sleeping off-watch crew from

being disturbed by the on-watch crew hunting for something.

'But back to the starting line. If this year's start is like those of the past, you'll probably think you're in the wrong race. Rather than making a casual approach to the start of a long ocean race, everyone is being as aggressive — or more so — than for a normal 'around the buoys' race. J-24 sailors will probably feel right at home. But be careful not to foul, a DSQ or time penalty at this point is simply not worth it in the end.'

Once you survive the start, have your

picture taken by Diane Beeston, and pass Seal Rock, you have the whole Pacific Ocean before you. Which way do you go?

Presumably your weeks of preparation have included plotting a preferred course on your chart. (The use of a single chart, No. 18022 is recommended). Naturally the plans are made with some sort of basic assumptions about the expected wind and current conditions. If those expected conditions don't

exist, you have to change your plans, but it's best to have something to change from.

The information in the rest of this article is intended to help you formulate your plans based on conditions expected to prevail most often. The one assumption we'll make is that everyone

is familiar with the 'Montara Hole', and will therefore steer a course from Seal Rock that will clear Montara by 5 to 10 miles. How much higher you want to sail your boat above this course depends on the boat you are sailing as well as the wind direction and strength.

In very general terms, your main objective is to intersect the strongest southerly current line as soon as possible, while still making the best progress toward San Diego. The strongest current line is created by a combination of the prevailing current being reinforced by surface currents which have been created by the strongest possible winds. So when you find the best currents, you

will also be enjoying the best winds — at least most of the time. In the past, such a course is a track that passes 20 to 30 miles offshore of Pigeon Point, 40 to 50 miles offshore at Point Pinos, and 40 to 50 miles offshore at Point Conception.

Historically the wind conditions for the race have been 10 to 25 knots from San Francisco to Point Pinos, 25 to 45 knots from Point Pinos to just south of Point Conception, with winds decreasing from Conception to San Diego.

After rounding Conception you are faced with several tactical choices, none of them easy to make. Good navigation is extremely important, and veterans of the race will in fact tell you that the race starts all over again here. Positions will change drastically in the 24 hours after rounding Conception, because boats are now entering a body of water riddled with varying currents and wind patterns.

Daniel Brown, past San Diego MORA Fleet Captain, and oceanographer has studied this area for many years and has generously provided us with a chart of the prevailing currents. As you can see, it is complex. Fortunately, he attached the following



MORA

information:

The answer to which way the current flows is that it flows in all sorts of directions. And, the forces that produce these changes are in a constant state of flux which make it very difficult if not impossible to make an accurate prediction for a given spot at a given time.

The chart illustrated here shows the ocean currents which prevail most of the time. Many years of ocean racing, ocean research, and input from individuals has confirmed it and filled in the details of this chart.

No attempt is made to give absolute values to these currents, as they constantly change with time and weather. But local knowledge has revealed that the indicated eddies and fluctuations do tend to hold most of the time, and that is the best the sailors can hope for.

Once the main currents are understood, then the local modifications brought on by a temporary wind condi-

tions are more easily understood. A siege of gales from the south or north will completely wipeout and reverse weak currents, and greatly reduce the stronger ones. But as soon as the storm passes, the conditions return to 'normal.'

Borders of currents can be determined in a number of ways. Slick lines, floating lines of kelp, and other junk always mark the border of currents. Current rips and choppy seas also mark where currents run against seas. Sometimes large schools of fish and birds working them mark current borders. Large schools of bait fish however are found in the center of the gyres. Temperature changes and water color are also indications demarcations, and the availability of infrared scanner pictures from space has confirmed the existence of the currents shown on this chart.

Be aware that wind patterns in the

chart area are disturbed by the island land masses. In periods of strong north westerlies offshore — outside the islands, the 'Santa Barbara eddy' is formed. The offshore winds back south of San Clemente and blow back toward shore. Inside the islands the wind reverses direction to the Southeast, and boats on the inside track would find themselves beating to San Diego.

So which way do you go once south of Conception? I'm not going to tell you, but you've the information in front of you to make intelligent choices.

See you at the starting line.

— alex malaccorto

Boats already in the race include

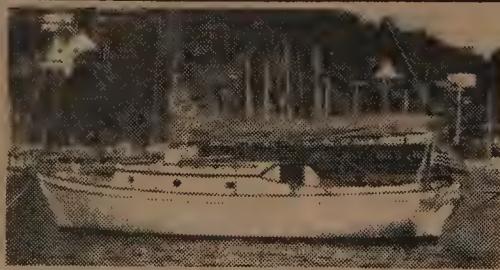
Rocinante	Yankee 30	Alex Malaccorto
Hurrah	Yankee 30	John Wright
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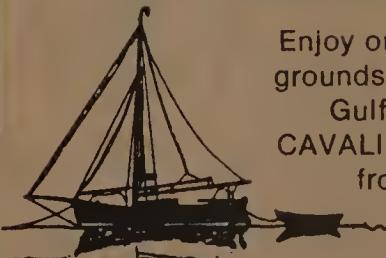
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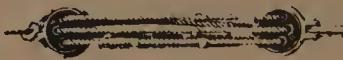
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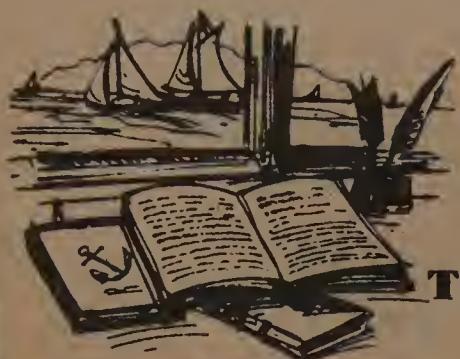
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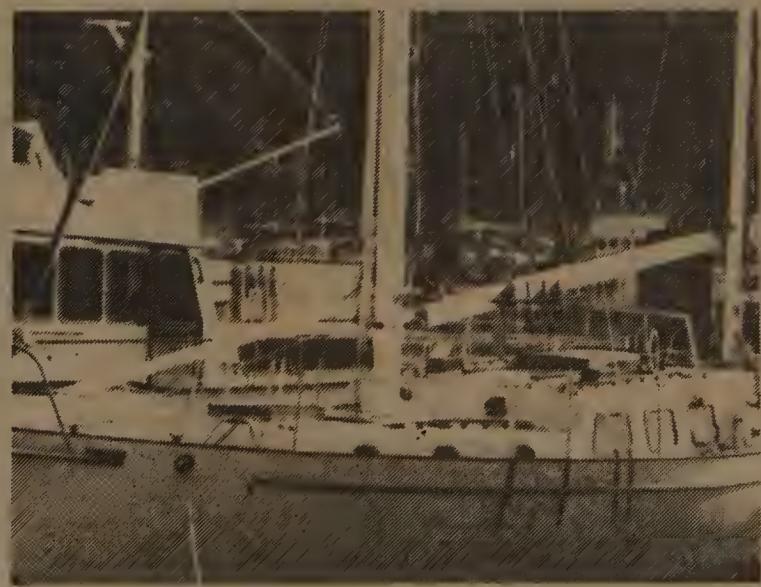
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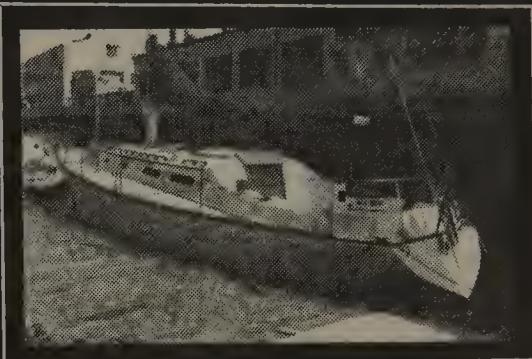


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